

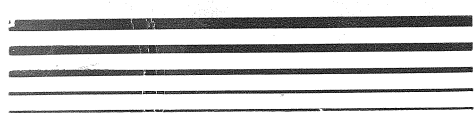
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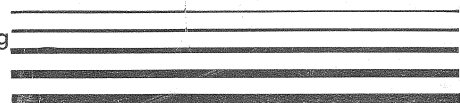
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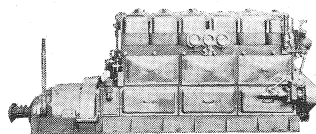
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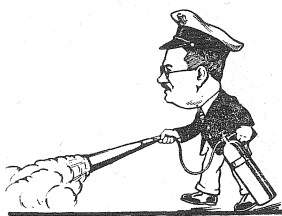
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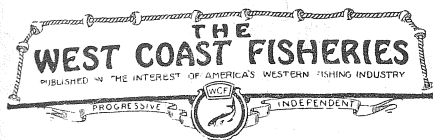
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Editorial Director

ELVERTON B. STARK

Editor

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Advertising Manager

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Postoffice Bldg.
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Telephone San Pedro 4890

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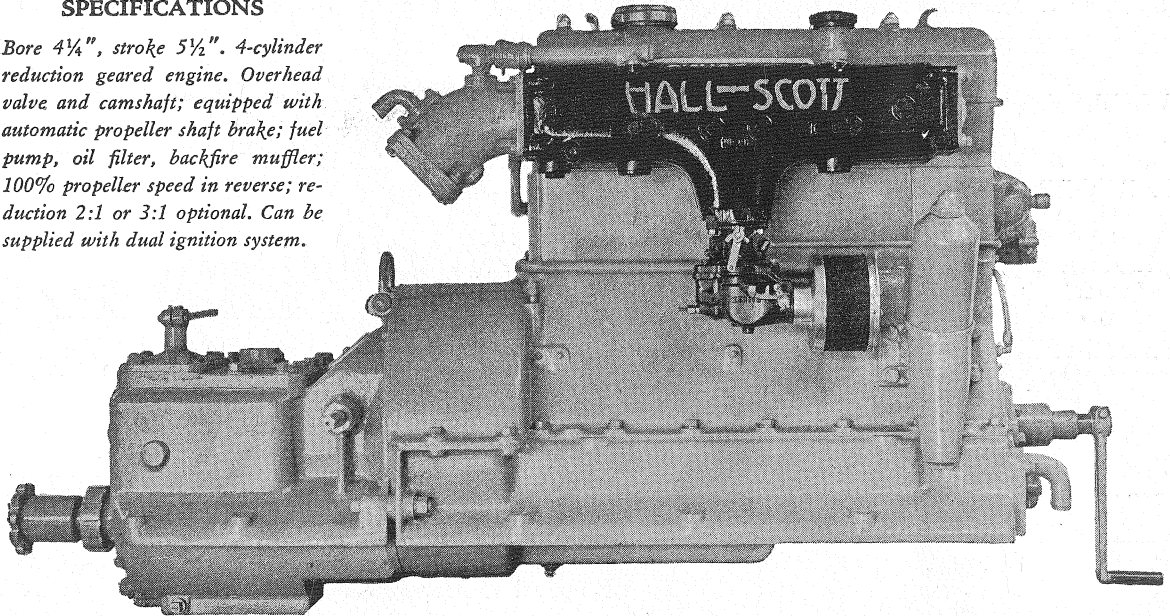
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EDITORIAL COMMENT



Capable Men Required

GUBERNATORIAL RESPONSIBILITIES are multitudinous, austere, and charged with much risk even in times when the condition of civic health is hale and productive of rapid growth. But under circumstances of deflation, depression and business restriction—when merchants' inventories reveal a decrement on current stocks constituting a debit item larger than accrued profits during six months of operation—then, indeed, is the function of governorship one to tax the talents of a Bradford, and to call into play the fortitude, faith, deliberation and statesmanship of a Lincoln. Whatever errors are committed during the rising tide of a general boom quickly are effaced with subsequent quick profits, but he who during "hard times" precipitates a decline which develops into an avalanche of ruin, can never escape its constant reminder.

So precarious is the contemporary status of West Coast fish packing that an unwonted gravity is imposed upon Governor James Rolph, Jr., in his selection of men to captain the administration of the public marine resource. His commissioners will enter office to be confronted by a dilemma which will require their ablest efforts if their ministrations are to procure a betterment. They will find one of the West's largest industries constrained by a condition of partial paralysis—an ailment that has become progressively aggravated during nearly two years of disaffection, until at last an actual crisis seems impending. It well may be within the power of the commissioners either to allay the malady, or to contribute to its deadliness by amateurish or injudicious prescriptions in the case.

Too great an investment, and the welfare of too many citizens, are concerned in this matter to permit of its being approached otherwise than with solemn care and solicitous attentiveness. The Governor's commissioners will know, of course, that acute depression exists in almost all of those foreign markets to which the canned sardine formerly was exported; they also will know that the price of sardine oil has declined 50 per cent owing to a general slackening of public buying, coupled with greatly enlarged production of whale oil, cocoanut oil, African palm oil and foreign-made fish oil. The manufacture of fish meal—the only other product of the activity—has been upset by the above factors, for a by-product cannot well be made without its attendant major product. Recently domestic meal manufacture has been subjected to further misfortune through underselling by an Oriental meal of similar grade.

Bending to these discouragements, canning and by-products activities have declined sharply, some plants remaining entirely inoperative all during the year. Fishing has decreased in direct proportion to man-

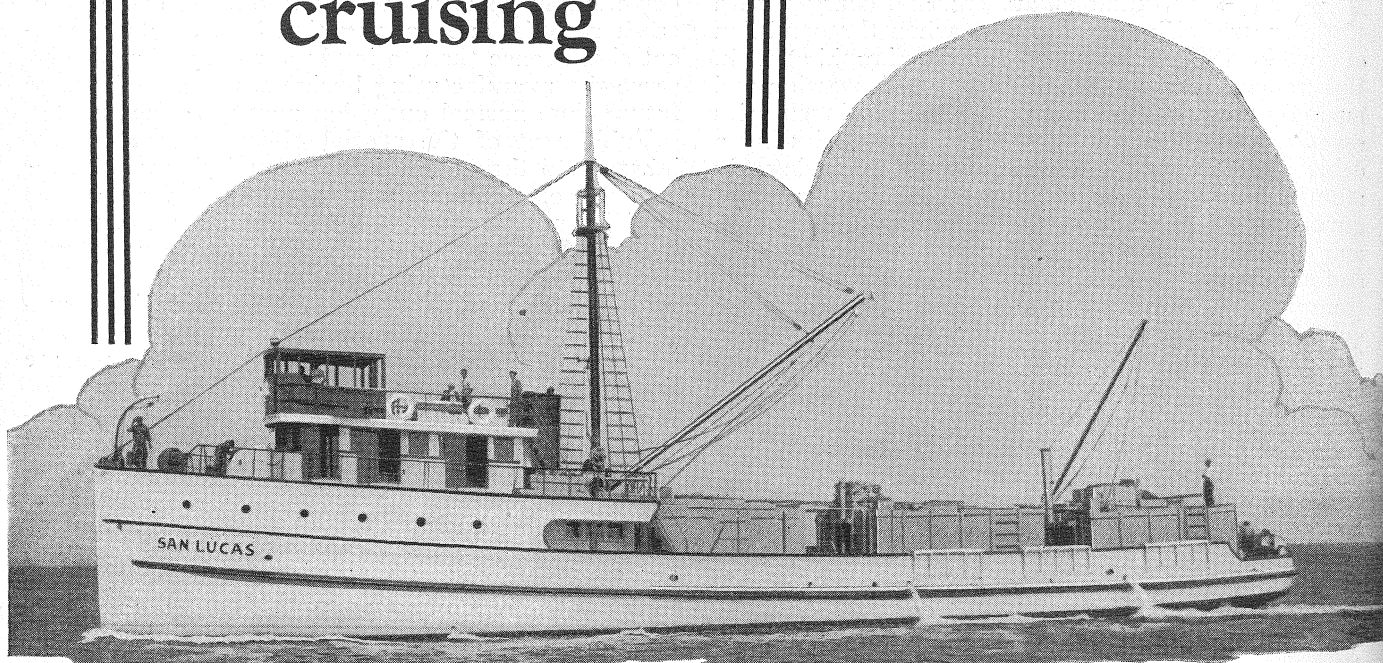
ufacturing, the result being that the old bugaboo of depletion has starved to death on the leanness of catch records, and conservation has no other present significance than to imply our obligation to preserve the manufacturing businesses so that in some future time normal operation may again commence.

Fulfillment of the special obligations at present inherent to the office of fish commissioner calls for men of more than ordinary capacity and for a degree of disinterested, conscientious sincerity not commonly creditable to obsequious political aspirants. Practical economists, men who have been successful in private business, of course, are the most likely material from which to make selection. Whatever man, whose private financial interests in any degree are linked with fisheries enterprises should at once be ruled out—past experience has taught its lesson unforgettably in this regard. A second ineligible class is that of the doting sportsman who is given to well-intentioned but wrongly-derived snap judgments in matters which should be allowed no decision until the statistical evidence on the subject has been studied detainedly and given interpretation through the joint counselings of veteran observers of the Commercial Fisheries Bureau and of leaders in the fish packing industry. This last specification is one of great gravity, and not to be taken lightly; there is hardly another subject about which a wider variety of old-wives' superstitions and baseless fancies is in current circulation. Only the most meagre quantities of dependable data are available relative to the abundance and to the life history of most marine species, wherefore it is incumbent upon all persons who essay a dealing with the subject to expend unusual effort, and to maintain a fully receptive mind, that preconception may not exclude palpable fact, and that tacit evidence be suitably weighed as against the boisterousness of a clamoring group which has but the show of an equitable pretension in support of its suit.

In its present condition of embarrassment the industry requires an administration by men who appreciate the unusual difficulties with which the fish packer is struggling in an effort to keep his personnel together, his plant in commission and his labor supplied with the means to sustain life. It should be realized that sudden and extensive alterations assuredly would tend even more to upset normality, and that whatever remedial measures are decided upon should be placed in effect in such a way as not to invert the existing order too abruptly.

With the Honorable James Rolph, Jr.—our Flying Governor—rests the decision and the responsibility in this matter. The subject has been given such frequent review in his hearing that it is not to be supposed that he will fail to concede it an undistracted study and an able disposition.

Designed for long range cruising



The "San Lucas," Captain D. Teni's new tuna cruiser, outbound on her maiden voyage

THE "San Lucas", Captain D. Teni's new 123 ft. tuna cruiser, carries as complete and modern equipment as ever went into a fishing vessel of this size. For example, provision is even made for refrigerating the fish as soon as they are caught. This vessel is the first of the Pacific tuna fleet to be so equipped. Distant waters previously inaccessible to smaller fishing craft are open to the "San Lucas" as there is storage room for 20,000 gallons of fuel oil. The main propelling engine is a Fairbanks-Morse 450 h.p., pump scavenging marine Diesel and all auxiliary equipment, including generating units and pumps, bears the Fairbanks-Morse name.

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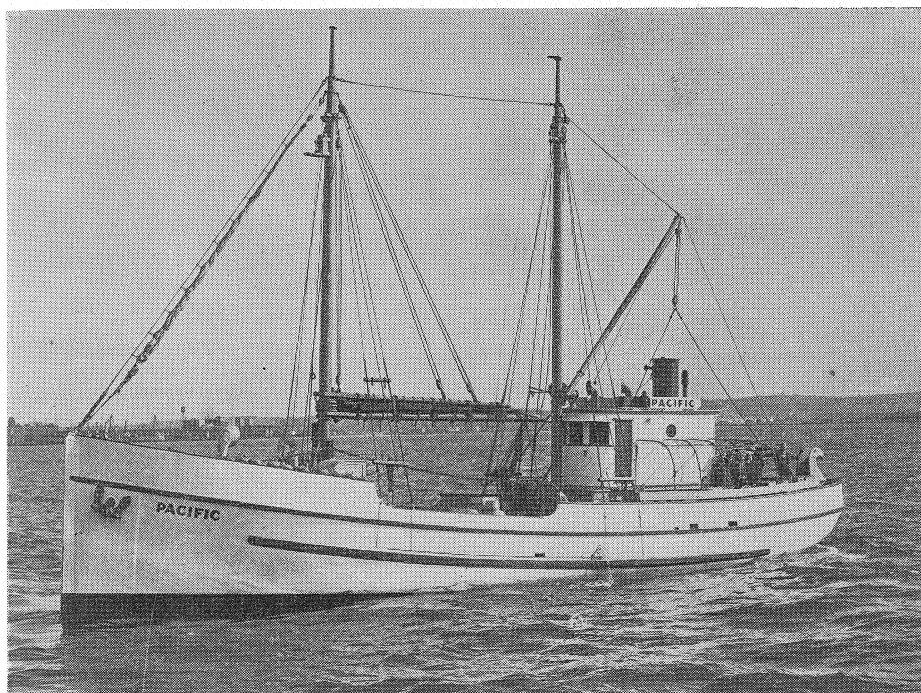
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The "Pacific," Captain Ole Larson's halibut schooner which left for the banks with a crew composed of captains and engineers.

First Halibut Schooner Sails

FRIDAY THE THIRTEENTH means nothing to Capt. Ole Larson and his crew aboard the halibut schooner "Pacific," for that was the date in February on which they sailed for Alaskan waters in order to begin fishing at the opening of the halibut season.

Perhaps Capt. Larson's confidence was based upon past experience, for he has been engaged in fishing for 27 years, has been an owner-skipper for two-thirds of that time and in 1929 had the high boat of the fleet. Just as likely a cause for his optimism is his vessel's remarkable crew, which consists of three captains and a like number of engineers.

Capt. John Ramm of the schooner "Resolute" will have charge of the galley on the northern cruise, while John Overbo of the "Kodiak" will serve as engineer. Also aboard are Capt. Ole Moland of the "Ithona," Capt. Knut Rodal of the "Selma J." and engineers John Rodal (brother of Capt. Knut) from the "Selma J." and Erling Jensen from the "Northern."

Why Such a Crew

It became necessary to man the "Pacific" with this crew when fishermen and

vessel-owners failed to patch up the difference which has existed between them since the latter part of January. A dispute arose at that time between representatives of the Deep Sea Fishermen's Union of the Pacific and the Fishing Vessel Owners' Association, both of Seattle, over the question of "hole-bills." By terms of a ruling which has existed since 1916, each fisherman is held liable for damage to the ship on which he sails, his liability being a percentage of the repair cost equal to his percentage in the earnings of the vessel. This responsibility is binding whether or not the ship earns for the individual a share great enough to equal to damage.

The fishermen at that time expressed their willingness to share in running expenses of any trip, whether it proved profitable or not, but did not agree that such liability should include damage to the ship, according to P. B. Gill, secretary of the Union.

"It is our contention," explains Harold Lokken (manager of the Association) in rebuttal, "that a fisherman is not an employee of the ship, but a sharer in the earnings and therefore should be equally liable for any expenses incurred."

As a result of this disagreement, captains who had planned to take their ves-

sels north during the last 10 days of January to lay them in at Ketchikan until the season opening on February 15 were forced to abandon such projects. The "Senator," whose gear was in storage at the Alaskan city, was the only one to go.

Further Difficulties

Matters further were complicated when the vessel owners on January 31 decided that if the Union did not sign the 1930 agreement on or before noon of February 3, the Association would demand a 25 per cent share for the boat instead of the 20 per cent ratio which has been the rule for some time. The Union countered, at its meeting on February 3 at 7:30 p. m., by declaring that such action constituted a lock-out and therefore was a complete bar to further negotiations. "It therefore was resolved at our meeting, at which 650 members were in attendance, that we stand by our demands as outlined in the vote taken and unanimously adopted on December 30, 1930," states Secretary Gill, "and that we refuse to accept the ultimatum of the Association, which incorporates a reduction in our earnings as well as a refusal to accept our proposed changes in the agreement."

(Continued on Page 14)

Closing *the* Rogue River

Compiled by ELVERTON B. STARK from the Notes of MRS. H. W. KLEIN

REVERSING the popular vote of last November, the Oregon State Legislature passed the so-called Miller-Chinnock bill during January and February and thereby closed the Rogue River to commercial fishing, beginning the latter part of May, 1931.

An amendment to the Oregon state constitution was proposed in 1930 which would have closed the Rogue to commercial operations. This project was defeated in the November elections, 26 counties going on record in opposition and 10 in favor of the amendment. In spite of this indication of popular opinion, State Senator Miller and State Representatives Chinnock, Day and Deuel introduced in this year's legislature a bill with substantially the same purpose, claiming that depletion of the fishery made necessary such action and that the November, 1930, vote was not a true indication of public sentiment.

In order to secure evidence as to the wishes of Oregon's citizenry, a meeting was held at Salem on January 21 under the chairmanship of Senators Francisco and Miller. The evening's discussion largely developed into a verbal clash between the sportsmen's interests of the upper Rogue region (including Josephine and Jackson Counties) and the commercial fishermen nearer the mouth (in Curry County). The former group, which advocated that the stream should be reserved for recreational activities, included T. E. Daniels of Medford, J. E. Culison of Portland (chairman of the state game commission), Ralph Cowgill (also of the game commission), O. A. Alenderfer (mayor of Medford), William Bragg (Ashland Chamber of Commerce), Joseph Wharton (Grants Pass Chamber of Commerce), Martin Hughes (Grants Pass Grange), Wilford Allen (state game commission), Irving E. Vining of Ashland (former president of the state Chamber of Commerce) and J. C. Smith of Grants Pass (former state senator).

The principal arguments advanced in favor of closing the Rogue were that its fisheries were being depleted by commercial activities and that more revenue would be obtained by making it a sportsmen's river, since that course of action would result in a large influx of tourists. One of the speakers also declared that the popular disapproval of the previous November represented only the usual "no" vote which always is met when any new proposal is offered to the public.

Fishermen Defended

The commercial fisheries interests ably were defended by Roderick S. Macleay (well-known operator of a cannery at Wedderburn), Ben T. Osborne (executive secretary of the Oregon Federation of Labor), W. E. Bean (president of the Gold Beach Chamber of Commerce), Arthur Walker of Gold Beach, J. A. Turner (sheriff of Curry County) and George

Chenoweth (president of the fishermen's union of the Rogue). These speakers explained that whatever depletion might be evident in the Southern Oregon stream should be credited to irrigation ditches, dams and pollution from city sewage rather than to commercial fisheries operations. Chenoweth also described the events of 20 years ago, when the same interests which secured the passage of a closing bill undertook and successfully carried through a campaign to reopen the river, believing that it was sufficiently protected from overfishing by other regulations.

Others at the meeting were Hugo W. Klein of Wheeler (Nehalem Bay Fish Co.), William Snyder of Wheeler (Sunset Fish Co.), Gates and Ramsey of Bay City (of the Burke and the Tillamook Bay fish companies, respectively).

The senate vote on the measure evidenced the division of public opinion, it being 17 in favor and 13 opposed. The house, however, showed an unexpectedly strong majority in favor of the bill, the count on February 3 being 44 to 16. The roll-call of votes was taken only after more than two hours of debate. Although the signature of Governor Meier still was lacking at the time of this writing, he was expected to prove no obstacle, inasmuch as he had gone on record as favoring the closing of the river during his campaign for the office of Oregon's chief executive. After his approval is secured, the only means by which the project may be upset is a popular referendum.

Passage of Senate Bill No. 1 marks the first legislative victory in this matter for Oregon sportsmen in 20 years. In 1910 the public voted to close the Rogue, but this decision was reversed by the legislature in 1913. Practically every session of the state legislature since that time has had before it some project dealing with this matter, but commercial fishermen invariably were successful in maintaining the status quo.

Other Proposals

Bills pertaining to other Oregon rivers also have been before the state legislature at its 1931 session. During 1929 Senate Bill No. 249, which affected the fishing season and proposed various other rulings concerning fisheries operations on the Nehalem River, was passed by the legislature but vetoed by Governor Patterson when the sponsors requested him to take that action. His veto was upheld by unanimous ballot during the 1931 session.

Three measures affecting fishing in or near the Columbia River also were before the legislature at the time of this writing. One of these, to be introduced by Representative G. O. Hellbery of Clatsop County, proposed that all commercial fishing be banned in the Columbia above its confluence with the Sandy River, in order to provide further protected spawn-

ing grounds. Commercial operations now are permitted as far from the mouth as the Deschutes.

A second proposal, introduced by delegates from Clackamas County, provided for opening the Willamette River from the Oregon City bridge to its confluence with the Columbia for a three-months' period each year (from January 1 to March 25). The stream partially was closed in 1917, a deadline being established at Oswego, although fishing was permitted from there to the mouth. In 1921 the river was left open from the suspension bridge at Oregon City to the mouth. The present law, closing the entire river, was adopted in 1927.

W. R. Lewis, chairman of the hatchery committee of the Multnomah Anglers and Hunters Club, is the principal opponent of the measure. He claims that the river is the main spawning ground for propagation of salmon used in canneries located along the Columbia and that its opening would result in serious damage to their interests. He further argues that the closing has resulted in a great increase in the yearly deposit of salmon eggs.

Changes in Season

Senate Bill No. 26, sponsored by a number of the Columbia River canners and fishermen, also was under consideration by the Oregon lawmakers. This measure, which has received special backing from W. L. Thompson of the Columbia River Packers and Kankkonen of the Union Fishermen's Cooperative Packing Co., would change the opening date of the Columbia River summer salmon season from May 1 to April 15, move the closing date back from August 25 to September 1, and decrease the fall season by delaying its opening from September 10 to October 1. Further compensation for the increased summer season would be provided by enlarging the week-end closed periods from 24 to 36 or 48 hours.

The main purpose of this bill is to enable commercial fishermen to secure a part of the early spring run, which has been protected for the past 20 years. While they were unwilling to go on record as opposing the spirit of the bill, Frank M. Warren, A. E. Allen and W. A. Seufert advocated that the legislature "go slow" in making any changes, especially those of a drastic nature.

One other bill of interest to Oregon commercial fishermen is that introduced by L. A. Liljegvist and supported by Master Fish Warden M. T. Hoy; this suggests a revised fisheries code for the state. Although they favored the general provisions of the new code, Thompson, Andrew Natterline (Newport Fish Co.) and Thomas Nelson (Point Adams Packing Co.) found plenty of its lesser provisions with which they were not in agreement. Discussion of the last two measures was had at hearings on February 2.

THE NEHALEM BAY Fish Co., Wheeler, Oregon, recently has completed installation of equipment for repairing fishing vessels, according to Mrs. Hugo Klein. "This machinery, which has been

placed in our new building, makes our plant the only one of its kind on the Nehalem River," states Mrs. Klein, "and it has proved exceedingly welcome to the many fishermen in this region."

Steelhead in Nehalem Bay and the mouths of other nearby coastal streams has been unusually scarce; this has been unfortunate, because the demand has been good.



Part of the fleet of 17 purse-seiners icing up at San Pedro's Municipal Fish Wharf before leaving for Cabo San Lucas.

Tuna—Seining Begins at Cape

SEVENTEEN TURNTABLE craft lay in the San Pedro ship canal, noisily chafing each other's sides as the swells produced by passing marine traffic rolled them together. The massed flotilla was moored directly in front of the municipal fresh fish markets, where extraordinary animation gave conspicuous advertisement of the occurrence of some signal happening. Along the rutted thoroughfare, which is the sole avenue of approach to the premises, ice trucks rumbled up and down, clinking together the 300-pound cakes of frigid crystal which composed their 5-ton loads. Motor-driven crushers thundered and growled as the brittle blocks were fed into them, and a constant rattling racket filled the air as the cracked refrigerant gravitated down resonant metal delivery chutes, into the holds of the 17 waiting purse-seine craft. The fleet was "icing up."

The Star Fisheries operates one of three crushers on the San Pedro wharf. Peter Kuglis, proprietor, enjoys a large share in the business of supplying ice to the seine fleet, in this particular instance breaking more than 2,000 blocks. Exactly 1,953 of that number were obtained from the Union Ice Company, the balance being Standard Ice. The Union also supplied 900 blocks to the Zankich Bros. Fish Co. crusher. Bob Vitalich, of the San Pedro Fish Co., handled seven vessels in two days, delivering to them some 2,150 cakes, this entire quantity being provided by Standard. It is seen, from these figures, that the first 17 craft to prepare for seining carried out of port a total of 759 tons of ice.

Delayed Departure

This year, for the first time, an entire squadron of diesel-driven seine-boats cleared from San Pedro together, to head SE in a long string, like a flock of swans in flight. The situation was produced by a considerable retardation in the commencement of fishing, due to the 60-day period of general respite in the tuna canning industry. Because a recess had been declared in the case of live-bait cruisers,

it was deemed equitable also to hold the round-haul bottoms in port until such time as tuna packing should be resumed generally. On the first of February the high-seas fleet commenced putting back to sea, wherefore the purse-seiners were entitled to commence their usual work at the "Cape."

When all other obstacles had cleared away, and it seemed that the netters at last were freed from their protracted, port-bound restraint, a temporary stay developed because of uncertainty concerning how legally to enter Mexican waters. The neighboring republic requires that alien exploiters of its marine resources procure certain operator's permits, vessel licenses and fishing licenses for each crew member, as well as paying taxes on their seines, supplies and every other valuable article aboard. These levies are subject to constant variance, sometimes by official changes of Mexican law, but also with frequency at the mere whim of petty collecting officers. Inconstancy in the matter of these numerous charges always has been one of the exasperating factors connected with attempting to conduct a regulated and business-like fisheries enterprise in Mexico.

Some of the 17 seiners had expected to depart for the south under an arrangement whereby they would pay a single, "blanket" charge or "blanket permit" under the terms of which full fishing rights and privileges would be accorded them in consideration of the pre-payment of a sum of money. It is explained that this pre-payment of tax is, in effect, the collection of regular exportation duty on the catch of tuna which it is expected the vessel will make. The amount of tax is calculated in the case of each individual vessel on a basis of its size and fish-carrying ability. Should a captain catch a record fare, he would be the gainer; should he return with an empty hold, Mexico would not return to him the export tax that he had prepaid on quantities of fish that he had hoped to be able to catch, but actually had not caught. Just before several of the purse-boats were

ready to cast off, information was brought to them that blanket permits might not be honored by the southern authorities, wherefore the fleet departed on a straight export duty basis.

Five different canning concerns had vessels under contract in the fleet of turntable outfits that ran southward on February 2 and 3. The various participants were: the Halfhill Packing Co.—"Nick C.", "Oakland", "Bremen", "Acalin" and "Gallant"; the Van Camp Sea Food Co., Inc.—"White Star", "Flamingo", "Old Timer", "St. Joseph", "Jugoslavia" and "Costa Rica II"; the French Sardine Co.—"Excellent", "Sun-kist", "Sea Ranger", "Rainbow" and "Commander"; the Franco-Italian Co.—"Chicago" and "Betsy Ross"; the Coast Fishing Co.—"Anadir" and "Johnny Boy". The Southern California Fish Corporation is outfitting the "Horizon" and the "Ubuyu Maru II", both of which will be ready to depart within a few days. Others will follow thereafter.

Stanley Livingston, superintendent of the Coast Fishing Co., states that in addition to the pair of vessels that his firm already has sent to the "Cape", the "Blue Sky", "Pacific" and "Lucky Star" soon will start south.

"After the first of March, when sardine fishing has ceased, we shall have other vessels to devote to tuna," he says. "Subsequent to the beginning of April probably most of the fleet will switch to the bluefin grounds around Guadalupe Island, before commencing local operations in May."

First return arrivals from the south were expected about February 15 or 18, it being thought probable that with neither purse-seiners nor live-bait cruisers working the banks, schools of both skipjack and yellowfin will be congregated there, ready for the arrival of the fleets. It not infrequently happens that a clever seining skipper purses up enough fish at one cast to load his ship to the point of foundering. Instances are recounted where one netful of tuna has loaded three separate ships.

FISHY and OTHERWISE

L. M. BOWLUS, wholesale and retail fish merchant of San Luis Obispo, plans on starting up a local abalone fishery next spring. Bowlus says that he already has a special type of boat with which to operate under the peculiar conditions that he must overcome, together with diving suits and all sundry equipment.

JOHN JOHNSON, owner of the Johnson Packing Co., packers of clams and dealers in fresh fish and seafoods, visited his San Francisco broker, Henry Dowden, early in January. Johnson has been making a survey of merchandising methods and marketing conditions in the important distribution centers from Seattle to the Mexican border. He expected to return to his Warrenton plant shortly.

JACK REPANICH'S four-year-old daughter was operated on recently to correct an injury to her spine. The little girl fell and injured her spine a few weeks ago, but an incorrect diagnosis on the part of the doctors allowed development of an infection. Bone from her leg was to have been used to replace the tubercular vertebra. Repanich is secretary of the Purse-Seine Vessel Owners Association, Seattle.

JACK CRIVELLO, son of Mariano Crivello, left for Italy on January 1, 1931, traveling on the San Diego and Arizona from San Diego. Crivello plans to travel through Italy, his ultimate destination being Porticello, a city in the province of Palermo, Sicily. The rumor is current in San Diego that wedding bells are in prospect for Jack.

EARL NORBY of the Norby Supply Co., Seattle, is a visitor in San Diego. His family are with him, and they expect to remain in the southern city for some time.

A. E. EDWARDS of the Edwards Ice Machine Co. visited California and Oregon cities on business during January. Among other activities, he announces the opening of a San Francisco office. The Edwards Ice Machine Co. is distributor of Frick refrigeration equipment.

M. MARTINELLI recently purchased a fresh fish market on Fishermen's Wharf. The establishment formerly was the property of the San Francisco International Fish Company.

TONY BOZANICH of the Seattle purse-seiner "Arctic" was married on January 10 to Miss Esther Antonich. The bridegroom is a nephew of Pete Bozanich, one of the oldtimers among purse-seine fishermen of Puget Sound and the North Pacific. Following the wedding, which took place at the Sacred Heart Church, a reception was held in Georgetown at which a large number of fishermen and their wives, friends of the happy couple, were present.

FRANK LARCO of the S. Larco Fish Co., Santa Barbara, visited the offices of Henry Dowden, Inc., San Francisco, on January 19 and 24. Between those dates Larco was in attendance at the state legislature at Sacramento.

LOUIS M. SALAZAR, San Diego broker in Mexican fishery licenses, permits, clearances and other miscellaneous matters incident to operating in the territorial waters of the Southern Republic, was in San Pedro and Los Angeles during the first week of February, on a hurried business mission.

FINLAY M. DRUMMOND is the author of an article on the smelting of iron which appeared in the San Diego Broom on February 9. Drummond is president of the Ingle Manufacturing Co., producers of cooking and heating ranges.

TONY GHIO of Santa Cruz was expected to return with his bride during February after half a year's travel. The young fisherman left on August 30 for Genoa, Italy, ancestral home of his family; while in Riva Trigoso he met Miss Emma Cecchini, niece of Marco Carniglia. Their acquaintanceship, which had previously begun with an exchange of letters, developed into a romance which led to their marriage on November 13. The bride is 15 years of age, the groom 21.—R.H.



Mrs. J. W. Kincade

bookkeeper and stenographer for the San Carlos Canning Co., Monterey, announced her engagement to Augustine F. Campagna at a beach party, the wedding to take place on April 19 in San Jose.

At least a half a dozen other items of a matrimonial nature are included in this issue of WCF.



Miss Santina Angela Pepitone

MISS JEAN WILTON, for three years bookkeeper for the American Fisheries, Inc., San Pedro Municipal Fish Wharf, became Mrs. Louis Smith on January 18 at a wedding at the home of the bride's parents. The groom has been Red Stack tugboat pilot for two years. He will continue in that position, the young people planning to make their home in San Pedro.

JACK CUOMO of the Ocean Fish Co., San Pedro, will leave for Italy during the latter part of February. He expects to spend six months on his trip.

CLARE SMALL of the Van Camp Organizations, Ltd., San Pedro and San Diego, journeyed to San Francisco during the early part of February. Mrs. Small accompanied her husband.

HENRY KLAPISCH, who has been representing the Northern Products Co. in the eastern herring markets, returned to Seattle during January.

O. H. ZAISER and Mrs. Hansen, respectively Los Angeles broker and head bookkeeper for Charles Feller of Oregon, called at the office of WCF on February 5.

C. E. LEWIS, Central Sheet Metal Works, San Diego, says he is having a vacation while on the job. It seems that Mrs. Lewis is prominent in lodge and social work, and recently has been active in certain lodge and social activities of the border city. Our friend has missed so much sleep in consequence of keeping late hours that he vows he has become drowsy-eyed to the extent that he can't tell the difference between the end of his thumb and a rivet head.

DAVE CAMPBELL is in the market for a hide-out somewhere in the hot and dry desert where tunaships and clamorous skippers can't get at 'im. These last few weeks have been a delirium to Dave. About 50 ships have wanted to be hauled out on his ways, and most of them at the same time, he says.

JOE MEDINA, master of the San Diego tuna cruiser "Patria," may have landed no record fares during the recent 60-day lay-off, but otherwise the period has not been uneventful. In recent days his has not been the loudest voice about the Medina premises, and, incidentally, San Diego has approached, by one more digit, its coveted million of population.

H. K. SHOCKEY, of the Shockey Boiler Works, San Diego, declares that some of these days he is going to make himself a yacht, fashioning it in tunaship style, so as to show all fishermen that a metal craft not only will float, but that if it be properly constructed it will not degenerate rapidly through rust, but actually will out-last wooden hulls. Shockey knows his boiler plate; the wise may well listen.

FRANK ORANGO, Monterey fisherman, had a narrow escape from death on February 4. While lowering a skiff from C. Balbo's sardine, Orango was thrown into the boat, knocked unconscious and then catapulted into Monterey Bay. He was rescued by the brave action of Charles Orango (his brother), Horace Balbo and Jack Campo, who plunged into the water and brought him ashore, from where he was taken to the Monterey hospital.

EDRICK WALLING, formerly shop foreman for the Atlas Imperial Diesel Engine Co., Terminal Island office, recently resigned his position to accept a similar one with the Washington-Estep Engine Company. Walling has been with the Atlas company for seven years.

RAY PREBISH, Nolan Johnson and Clayton Monases of the Van Camp Sea Food Co., Inc., Terminal Island, with the last-named the wheel, recently "ford-ed" to Tijuana to look over the Mexican city. Outside of damage to Prebish's skull, which was occasioned by a sewer pipe over which Monases carelessly ran, the travelers report the trip as uneventful. On their return they stopped at San Diego to enable Johnson to close the books of the company's San Diego office.

MALIO STAGNARO and Gladys Smith Breeden of Santa Cruz put one over on their friends by slipping off to Reno shortly after New Year's for a wedding and a brief honeymoon. They kept the secret so well that the news was not known until several days after their return to Santa Cruz. The popular young couple now are besieged with belated felicitations.

Young Stagnaro is engaged in the fresh fish business.—R. H.

RYCE B. FLORENCE, partner in the firm of Henry Dowden, Inc., San Francisco, left January 5 to attend the opening of the 49th session of the California State Legislature. Florence intended to remain in the capital city for several weeks. This is the tenth year that he has been present at the legislative sessions.

JOE J. CAMILLO of the San Diego office of the Van Camp Organizations, Ltd., John Vitalich of the Chesapeake Fish Co., San Diego, and William Hall, manager of the San Diego branch of the fresh fish division of F. E. Booth Co., Inc., visited the office of Henry Dowden, Inc., on January 24 to complete arrangements whereby the San Francisco brokerage firm will become exclusive Bay distributors for the lobster association of San Diego during 1931.

"Many orders already have been booked through our new representatives," stated Camillo upon his return to San Diego.

MISS STEFANIA BOCZKAJ denies it, but Cotter of the Oregon Fish Co., Portland, says that all evidence tends to prove the assumption that Miss Boczka has been busy lately shopping for wedding raiment. As yet no one has been able to learn the name of the lucky man.

BEN L. GATES of the Ripley Fish Co., Seattle, announces the birth of a daughter on January 7. Since this is the first child to arrive, Gates has been passing out large quantities of cigars to his Seattle friends.

G. M. CAMPBELL, associated with the Shell Oil Co., recently returned from a business trip east of the mountains.

MR. AND MRS. G. BERG of Ketchikan, Alaska, are visitors in San Diego, where Berg, who is president of the Ketchikan National Bank and head of the Marlin Fish Co. of Ketchikan, is studying fishery methods.

CARL EDGAR RIDGWAY of the Ridgway Lithograph Co., Seattle, returned after the first of the year from a business trip to Portland, Oregon.

JOE CAMILLO, San Diego manager for Van Camp Organizations, Ltd., spent New Year's among friends and relatives in San Pedro.

MR. AND MRS. FRANK MOSHER of Eureka, California, were visitors in Seattle during the middle of January. In addition to fresh fish interests in California, Mosher has an extensive mild-cure business in Oregon.

DAVID N. FRENCH recently has become associated with the Gilbert C. Van Camp Insurance Agency, Inc., of San Pedro and San Diego.

EARL N. OHMER of the Alaskan Glacier Sea Food Co. was in Seattle during January on his annual visit. Ohmer is managing head of the production division, whose headquarters are at Petersburg, Alaska.

J. J. BRENNER, prominent oyster grower of Washington and member of the North Pacific Oyster Growers Association, recently made a business trip to California.

DUCK-HUNTING

is not all a bed of roses, as H. E. Bergen, E. Z. Humphries and W. O. Lunde of K. Howden Co., Monterey, are ready to testify.

After successfully picking off a number of birds at the Los Baños Gun Club in the San Joaquin Valley on the morning of January 11, the intrepid hunters set out to retrieve the game by wading through the tulés. Lunde was the first to meet with an accident, falling full length in two and one-half feet of water; Bergen, attempting to shoot at a fast-flying lone mallard, lost his balance and went down next, twisting his ankle. Humphreys, who had secured several birds, was enjoying a hearty laugh at the expense of his comrades when disaster overwhelmed him—he sank over his boot-tops on the next step and sprawled head-first into the dank waters of the slough.

Lunde and Humphrey only had water-logged guns and wrist-watches to remind them of their troubles on Monday, but Bergen was forced to invest in a cane to relieve some of the strain on his ankle.

MISS HELEN BELSCHART, a charming and capable young lady, has become bookkeeper for the Barbee Drydock and Shipbuilding Corp., Washington construction and repair company.

G. ALIOTO, president of the San Francisco International Fish Co. of San Francisco, was confined to his bed during the latter part of January with a touch of influenza and ptomaine poisoning. He reported at his office for the first time in several days on January 29; at the time he was feeling better and expected to be his usual self by the following Monday.

ANGELA GIACALONE recently accepted a position as bookkeeper for the Los Angeles Fish and Oyster Co. of San Pedro. The position formerly was held by Miss Phyllis De Meglio.

DONOMIC COSTA and Anna Pugliese announced their engagement at a recent social event attended by a number of San Pedro's young people. The wedding is to be solemnized in the early Spring.

Costa is a member of the crew aboard the "San Antonio."

J. S. JENSEN of the Utopian Fish Co. returned to Seattle late in January after having been in the East since the middle of December. While away, he reports that he was successful in moving large quantities of frozen halibut and salt fish.

JOHN IVANCICH of the Standard Fisheries, San Pedro, was confined to his home during late January by illness. He returned to work during the first of February.

ANNA PADOVAN recently has become bookkeeper of the Star Fisheries, San Pedro.

M. BOWLUS of the San Luis Fish Co., San Luis Obispo, California, has been suffering with a cold and neuritis, but is reported as feeling better.

ALEX PALADINI, president of A. Paladini, Inc., San Francisco wholesale fish dealers, left his home Wednesday, January 7, for a trip to the South and East in the interests of the Northern California Fisheries, holding company in which four fresh fish dealers are associated and in which Paladini is a director. After a few days spent in Southern California, he took the Santa Fe train East, where he expects to remain for six or seven weeks. He will stop in all principal cities and study not only fresh fish merchandising but general business conditions.

THORWALD G. DREGLAND of Seattle was married to Miss Ruth T. Orumbrek at the First Lutheran Church before a gathering of 400 friends and relatives on December 20. Following the ceremony a reception was held at Woogs Hall, attended by 175 persons, after which the young couple left for California for their honeymoon.

MILTON J. LINDNER, biologist in the service of the United States Bureau of Fisheries, on January 22 left the bureau's divisional offices at Stanford University, California, for Washington, D. C., from where he will begin his work in connection with investigation of the various shrimp ports of the eastern and Gulf of Mexico states.

HENRY DOWDEN, San Francisco fresh fish broker, left Monday, January 26, on the Shasta Limited for the Northwest, where he will visit fresh fish shippers of Oregon and Washington.

H. G. MAXSON, vice president and general manager of F. E. Booth Co., San Francisco, is in England in the interests of his company. Prior to his sailing, Maxson attended the Canners' Convention in Chicago.

JOHN IVANCICH of the Standard Fisheries, San Pedro, was confined to his bed for several days during the latter part of January while suffering an attack of influenza.

A. RUSSO, Monterey squid fisherman, donated a catch of 400 pounds to the Salvation Army to be distributed to the poor of the vicinity. The donation was made late in January.

F. E. FORSBURG, of the F. A. B. Engine Co., Oakland, recently was a Seattle visitor, where he called upon the Fisheries Supply Co., local distributors for his company's products.

A. W. ROSS of the American Fisheries, San Pedro, again is at work after having been confined to his home with a severe attack of influenza.

NICK POBAR of the San Pedro Grocery and Supply Co., says that his force almost was swamped filling orders for tunaship supplies when the fleet left Los Angeles Harbor for Cabo San Lucas at the beginning of February.

A. E. RAZE, traveling representative for the San Juan Fishing and Packing Co., Inc., Seattle, was a recent visitor in Los Angeles. Raze is optimistic over the outlook for 1931 and predicts a year of prosperity in at least the northern branches of the fishing industry.

MR. AND MRS. CLYDE CHASE of the Coast Fisheries, Reedsport, Oregon, were visitors in California during the first part of 1931. They have been touring the coast on a combined business and pleasure trip, having found time to enjoy the races at Tijuana, Mexico, and to visit San Diego, Los Angeles and San Francisco. Both travellers are students of merchandising and reported themselves as being especially interested in distribution methods used in handling their products. "We have enjoyed ourselves very much," stated Chase, "but our trip has lasted well over three weeks and we are anxious to get back home again."

A. E. BENTLEY and R. S. Bentley have severed their connections with the San Francisco International Fish Co. of San Francisco. No definite information is available as to the future plans of the latter, but the former has become identified with the F. E. Booth Co., Inc., in the capacity of salesman for the new Crescent Brand broiled sardines. Bentley, who has had many years of experience in selling fish, is a son of Austin M. Bentley of the San Francisco International.

Fishery

WE ARE going to have really good times again only when two conditions exist; when everyone learns to live and to make investments within his means, and when everyone is able to secure a dollar's worth of value for every dollar he spends."

This quotation, which comes from Frank C. Lenk of Young's Market, undoubtedly suggests two of the reasons why he has attained the position of manager of the fresh fish division in this organization which operates 30 key markets throughout the metropolitan area of Los Angeles. Lenk is a careful and efficient executive who believes in rendering to those with whom he does business the full amount of merchandise and service which they have purchased.

"When I came to Los Angeles, 38 years ago, I was in bad shape," he declares dolefully. "I had very few teeth, not much hair and I couldn't walk. See what the climate has done for me." When pressed for further details, he explains: "When I first came here, I was less than a year old."

His earliest experience in merchandising came during attendance at elementary schools. "I used to buy oranges or pick blackberries and sell them to the neighbors at a time when Los Angeles was a village of only a few thousands. Our home was at Seventh and Main streets, and the first school to which I went was on Mercantile Place; both of these districts, with the growth of the city, have become important commercial centers."

Lenk first became interested in the fisheries business while in high school, when he used to work with his father, John C. Lenk, who was identified with the old Pacific Fish & Oyster Company. This firm later was made a part of Young's Market; at the same time the elder Lenk became treasurer and the younger was



Frank C. Lenk of Young's Market, Los Angeles.

graduated to the wrapping bench, where he prepared parcels of fish after school and on Saturdays. Following his work in high school, he took a commercial course at a Los Angeles business college and then became a regular member of the company. He has served in five of the organization's markets, where he has gained invaluable training in selling fish, in addition to experience in the meat department of the business.

"My first full-time job, however," he avers, "began in 1914, when I was married."

A year after the establishment of a separate fresh fish division, Lenk was made its manager. That he was eminent-

Leaders

ly fitted for this position is indicated by the present prosperous condition of the department. Figures show that 1930, a year in which almost every company felt the effects of nation-wide depression, was one of the most successful periods enjoyed since organization of the specialized branch. Sales increased, fair prices were obtained for merchandise, and methods of service and distribution were improved.

"We don't consider the past year a time of panic or depression," says Lenk. "It was a reconstruction period—a time in which dross was eliminated from legitimate business. Those firms which have been operated in business-like fashion are not affected by such conditions as prevailed in 1930; only those which have used in efficient methods are forced to make sweeping changes in policy and practice.

"In this way hard times often turn out to be good times. They eliminate gamblers and undesirable operators from business; they make progressive organizations stop to check up on themselves. Hard times react on a businessman like a shock to a drunkard; they force him to do some sober thinking about his enterprise and often cause him to stop unwise practices and undertake much more progressive ways of carrying on his business. We, of Young's Market are proud that our company has had to make but few changes in methods during 1930."

Lenk believes that the worst part of the period of depression has passed. "We have been able to note a decided improvement during the last two or three months, and it appears likely that this tendency will continue. It is true that there still is a high percentage of unemployment, but that is something that each community will have to take care of for itself. Perhaps some individuals will have to readjust their vocations, just as do business houses, to fit the needs of the time."

First Halibut Schooner Sails

(Continued from Page 9)

Recognizing that the Union was determined to take a firm stand, the Association met on the afternoon of February 5 and made plans to man its own vessels. The members voted that no fishermen outside of the Union be hired; if crews were not available from that source, the owners would become fishermen, cooks and engineers and operate at least 30 or 40 of their ships. It was pointed out that some of the schooners were jointly owned by as many as half a dozen men, which would increase the number of possible operators.

The Union retaliated by announcing a project whereby it proposed to secure 40 large purse-seiners and send them to the banks. At the same time it announced its determination to play the game fairly

and warned its members against any display of violence. A resolution was adopted which declared in part that the Union "intends to conduct its efforts to protect the rights and interests of its members in a lawful and peaceful manner. It will not countenance force, intimidation or other conduct not in accordance with law and will insist on strict compliance with this resolution."

Further efforts at reconciliation by both groups failed to bring them into accord. As a result, the fishermen continued their strike, while the vessel owners, after mooring in Lake Union such of their ships as were not to be used, continued preparations to go North. The "Pacific" was the first to leave.

During the disagreement between vessel-owners and fishermen, the Puget Sound Wholesale Fresh Fish Dealers Association set a new weight limit to govern determination of what halibut shall be included in the classification known as "mediums." Formerly a medium was a halibut between 11¾ and 94 pounds, including the head. The new rule, adopted during the latter part of January, sets the limits at 11¾ and 70 pounds.

Halibut fishermen and vessel-owners apparently were not particularly pleased by the new size, but were too concerned with discussion of the "hole-bill" question to take any action on the matter. "We're getting it from all sides," said Capt. Larson with a smile. "As Amos and Andy say, 'we is in a mess'."

Proposed California Laws

The following is a brief review of those bills before the Senate and Assembly of the California State Legislature which are concerned with commercial fisheries.

ASSEMBLY COMMERCIAL

A. B. No. 353—Mr. Hornblower: Kelp
(Same as S. B. No. 207.)

A. B. No. 370—Mr. Biggar: Catfish, Clear Lake

P. 4, L. 46-52—Strikes out provision of present law which allows using set lines in lakes over 95 square miles in area in District 2 for the purpose of catching catfish.

A. B. No. 371—Mr. Biggar: Catfish

P. 2, L. 27-31—Prohibits commercial fishing for catfish in District 2.

P. 6, L. 11-14—Prohibits the use of more than 5 fish hooks on one line in District 2.

A. B. No. 382—Mr. Jost: Abalone

P. 1, L. 27-28—

P. 2, L. 1-6—Provides that fish and game commission at its discretion may issue a permit to ship Abalone shells out of the state.

A. B. No. 388—Mr. Jost: Striped Bass, Shad

P. 1, L. 7—Prohibits sale of bass over 10 pounds from March 1 to May 15. Present law March 1 to May 31 (Commercial striped bass season closes May 15 at present).

P. 1, L. 18-28—Makes open season on commercial fishing Nov. 15 to May 15 of following year. Present laws provide an open season August 1-September 16 and November 15 to May 15.

P. 2, L. 18-23—Provides closed season for angling in Districts 1, 2, and 3, May 16 to November 14. No closed season at present.

L. 37-39—Provides for holding bass, caught in open season, in storage. This is now permitted.

A. B. No. 389—Mr. Jost: Salmon

P. 1, L. 8—Strikes out **spawn taking** substitutes **spawning**.

Lines 14-18—Prohibits taking of salmon less than 28 inches in length. No size limit present law.

Lines 22-88—Prohibits possession or sale of salmon from without the state or from other districts when possession or sale is illegal in any district. Present law provides sale of salmon legal at all times except between September 16-October 31 when sale is subject to regulation by Fish and Game Commission.

P. 2, L. 2-3—Provides that Fish and Game Commission can regulate sale of salmon throughout the state September 16 to November 14. Present law, September 16 to October 31.

Lines 7-10—Prohibits spearing salmon in Districts 1, 1½, 2, 2½, 3, 12-a and Klamath River Fish and Game District above tide water. Present law prohibits only 3 and 12-a.

P. 2, L. 12-13; 16-20; 23-27; 28-31—Strikes out all reference to spears or method of taking in these districts as this is provided for as shown above. Angling seasons remain the same.

L. 40-44—Prohibits taking salmon caught on the high seas through Districts 5, 6, 7, 8, 9, 10, 11, 15, 16, 17 and 18 during closed season.

P. 3 L. 8-9—Strikes out reference to use of spears in Klamath River Fish and Game District.

L. 12-16—Closes season Districts 12-13 (Sacramento River) June 1 to November 15. Present law closes season June 1 to July 31 and September 16 to November 15. Closes season District 12-b, June 16 to November 15. Present law closes season June 15 to July 31; September 16 to November 15.

L. 40-41—Strikes out provision in present law declaring fish under 15 inches in length, trout.

A. B. No. 390—Mr. Jost: Lobster

Strikes out last section of No. 628 which provides that lobsters taken from waters without the state can be held in storage and sold throughout the closed season.

A. B. No. 391—Mr. Jost: Fish Exchange

Skeleton Bill.

A. B. No. 392—Mr. Jost: Salmon

P. 2, L. 5-10—Strikes out Section 6 of the present Act which provides an angling season on salmon in District 1½.

A. B. No. 495—Mr. Bliss: Mussels

P. 3, L. 23-25—Prohibits taking more than 15 pounds of mussels in one day in Districts 18 and 19. The present law provides a limit of 10 pounds of mussels per day.

A. B. No. 502—Mr. Fisher: Klamath River District
(Same as S. B. No. 224).

A. B. No. 509—Mr. Crowley: Districts

Adds new section to District law No. 55-a, putting all waters of Suisun Slough and Montezuma Slough and their tributaries into a district to be known as 12-c.

A. B. No. 511—Mr. Crowley: Companion Bill to 509

P. 1, 13 and 4—Permits shooting from power boat, sail boat, automobiles or airplane in District 12-c created in A. B. 509.

A. B. No. 560—Mr. Seawell: Innavigable Streams

Repeals law which provides that innavigable streams may be declared public highways.

A. B. No. 609—Mr. Snyder: Monterey Bay Fish Sanctuary

Creates a new district to be known as Monterey Bay Fish Sanctuary; consists of all of the waters north and east from a line drawn from Point Santa Cruz to the mouth of Elk Horn Slough; provides for the taking of sardines for the purpose of bait but prohibits the use of any net other than gill nets with a mesh of less than 2½ inches in length.

A. B. No. 635—Mr. Zion: Striped Bass

P. 2, L. 13-19—Prohibits commercial fishing for striped bass in Districts 12, 12-a and 12-b until January 1, 1937.

P. 4, L. 33-36—Prohibits all commercial fishing for salmon in Districts 12-a and 12-b until January 1, 1937.

A. B. No. 672—Mr. Cronin: Striped Bass

P. 1, Lines 4-25—Prohibits the taking of striped bass other than with hook and line; prohibits the sale of striped bass; prohibits the sale or offer for sale or receipts for sale of striped bass; provides present seasons and provides present law shall apply on the taking of shad.

A. B. No. 714—Mr. Gilmore: Sardine Reduction

P. 3, L. 43-44—Cuts the percentage of sardines that can be used for reduction from 32½ to 20 percent.

A. B. No. 733—Mr. Scudder: Striped Bass

P. 2, L. 10-14—Prohibits commercial fishing of striped bass in Districts 12½.

A. B. No. 735—Mr. Scudder: Registration of Fishing Boats

P. 1, L. 17-18—Provides that buyers of fish show on all their Fish and Game Receipts registration number of the boat from which their fish were purchased.

P. 2, L. 34-52—A new section added providing that all fish boats, barges or vessels used in the transportation of fish shall carry a fish and game registration number. Numbers are to be stamped on metal plates furnished by the Fish and Game Commission. Applicants for plates shall furnish Commission with size, horse power and type of gear used on vessel to be registered.

P. 3, L. 29-52.

P. 4, L. 1-11—Further provides that this information be furnished April 1 of each year.

A. B. No. 736—Mr. Scudder: Districts

Companion Bill to No. 733.

P. 1, L. 14-16.

P. 2, L. 5-10—Creates District No. 12½. Consists of all waters and tide lands of San Pablo Bay and takes these waters out of District 12.

A. B. No. 737—Mr. Scudder: White Sea Bass

A new section closes season between May 1 and June 30 on White Sea Bass and provides a minimum size limit of 33 inches. No season or size limit now.

A. B. No. 742—Mr. Cobb: District 20, Santa Catalina Island

Changes boundaries of Fish and Game District 20.

A. B. No. 811—Mr. Quigley: Sardine Reduction

P. 2, L. 37-42-43—Provides that the Fish and Game Commission can issue a revocable permit, permitting the reduction of sardines and the manufacture of edible oils intended for human consumption. Provides that all the oil so extracted be manufactured into edible products within the State of California. The present law permits them to issue revocable permits for the manufacture of products intended for human consumption. This Act would limit the issuance of permits for the purpose of reduction only to those manufacturing edible oil.

A. B. No. 910—Mr. Jost: Sardine

Skeleton Bill.

A. B. No. 911—Mr. Jost: Catfish

P. 2, L. 17—Closes seasons on catfish from May 1 to August 14. The present law has closed season from April 1 to September 14.

P. 2, L. 25—Illegal to take sturgeons at any time; present law limited to 5 years.

A. B. No. 940—Mr. Snyder: Salmon

P. 2, L. 25-29-31—Prohibits commercial fishing for salmon in Districts 16, 17 and 18 (Monterey Bay). Present law provides an open season for commercial fishing June 1 to September 15.

A. B. No. 1081—Mr. Cobb: Districts

Companion bill to 1082; creates new district No. 19-a including that part of the present District 19 lying between the southern extremity of Point Dume and the southern extremity of Point Vincente.

A. B. No. 1082—Mr. Cobb: Nets

(Companion Bill to 1081).

P. 2, L. 49-50.

P. 3, L. 1-4—Prohibits use of trammel, gill or halibut nets in fishing District 19-a.

P. 3, L. 39-43—Limits the use of round haul and lampara nets not over 120 fathoms in length including wings or over 10 fathoms in depth in District 19-a to the purpose of catching live bait only.

A. B. No. 1171—Messrs. Hornblower, Feely, McGuinness and Seawell: Salmon

P. 2, L. 33-46—Prohibits commercial fishing in tidewater of Klamath River Fish and Game District; also prohibits the use of spear in the entire Klamath River. The present law provides an open commercial fishing season from July 1 to September 5 and permits the spearing of fish between August 1 and October 31.

A. B. No. 1189—Mr. Badham: Commercial Fish Commission

New Act creating a Commercial Fish Commission consisting of three members. Provides that appointees to the Commission shall have had at least five years experience in the fishing industry.

P. 2, L. 30—Adds a new section to political code investing the Marine and Fish Commission with authority to administer all laws applied to commercial fisheries which are at present administered by the Fish and Game Commission.

A. B. No. 1273—Mr. Jespersen: Abalone

P. 2, L. 22-23—Prohibits the taking of abalone in District 7, 10 and 18 in waters less than 20 feet in depth. The present law prohibits the taking of abalone between high water mark and a line 20 feet beyond extreme low tide.

P. 3, L. 10, 14—Strikes out words "cockles or little neck clams" and substitutes instead "hard shell cockles, thin shell cockles and rock cockle" together with Latin names for them. Taking, possession or sale is forbidden in both present law and this Act.

P. 3, L. 30-34—Prohibits taking or possession of scallops less than two inches in diameter, also prohibits the sale of scallops. No mention of scallops in present law.

A. B. No. 1274—Mr. Jespersen: Nets

P. 2, L. 32—Declares gill net shall lose its identity as such when webbing hangs flat. Present law uses the word slack instead of flat.

P. 3, L. 51; P. 4, L. 1—Changes commercial season on catfish, carp, hardheads, and suckers in Districts 3, 12a, 12b, August 15 to April 30 of year following. Present law August 15 to May 14 year following.

P. 4, L. 4-8—Strikes out clause permitting sale of catfish caught in Districts 3, 12a, 12b.

P. 4, L. 12, 17-21—Strikes out District 18 from those allowed to use or have in possession trawl or paranzella nets. This would stop trawling from Pt. Sur south to Santa Barbara County line.

P. 4, L. 46-52—Strikes out provision permitting use of trawl or set lines in lakes in District 2. This would stop use in Clear Lake.

A. B. No. 1377—Mr. Scudder: Oysters

A new Act giving the Fish and Game Commission jurisdiction over natural oyster beds and reefs suitable for the planting of oysters. Natural oyster beds are to remain open to the public for purpose of taking oysters. The Fish and Game Commission is given authority to lease reefs suitable for planting for five years. Rentals to be fixed by the Fish and Game Commission, but cannot be less than \$5.00 per acre or more than \$25 per acre. Lessee must agree to plant at least 1/10 of acreage annually. Rental is to be paid in advance for 1 year each year and failure to do so forfeits the lease.

A. B. No. 1378—Mr. Scudder: Southern Halibut, Albacore, Yellowfin and Skipjack

Prohibits taking or possession of California halibut less than 4 pounds in weight. Present law permits possession maximum of 50 pounds, less than 4 pounds in weight. Sets a closed season on halibut April 1 to May 31. No closed season at present time. Raises the minimum size limit on Albacore from 6 to 10 pounds and provides a minimum size limit of 6 pounds for Skipjack, ten pounds for Yellowfin tuna. No size limit for Skipjack and Yellowfin tuna in the present law. Permits possession of 10 pounds of Barracuda weighing less than 3 pounds providing that they have been taken by hook and line. Present law prohibits possession of Barracuda less than three pounds in weight regardless of how taken.

A. B. No. 1379—Mr. Scudder: Cannery and Packers License, Privilege Tax, Fishermen's Receipt

P. 1, L. 14-20—Strikes out clause requiring a monthly statement of fish purchased, caught or received.

P. 2, L. 13, 21, 22—Requires that receipts given to fishermen be made in triplicate and show number of boat. Triplicate copies to go to the Fish and Game Commission. Present law requires only duplicate copies; no provision for a copy for Fish and Game Commission.

P. 2, L. 33-36; 42-45; 48-49—Removes exemption of herring and buck shad from tonnage tax. Provides for a monthly report to the Fish and Game Commission of fish purchased by cannery or curers of fish. Present law provides quarterly reports.

P. 3, L. 4; 4-8; 10-19; 28-29—Provides for payment of privilege tax within 30 days after the close of each month and provides that licenses shall be forfeited on failure to pay upon expiration of this time limit; also that unpaid privilege tax shall constitute a lien upon the plant and real property on which the packing was carried on. Present law provides only for the forfeiture of licenses for one year.

Provides that money received for the privilege tax be expended for patrol of plants, regulation of the industry and conservation work on commercial fish in districts from which the revenue is derived. Present law provides that the money be expended on conservation work in district in which revenue is collected.

A. B. No. 1384—Mr. Seawell: Klamath River

Title of the Act indicates it will prohibit commercial fishing in the Klamath River and at the mouth of the Klamath River.

A. B. No. 1398—Mr. Powers: U. S. Bureau of Fisheries

New Act permitting U. S. Commissioner of Fisheries to conduct fish culture operations and scientific investigation in California.

A. B. No. 1430—Mr. Jost: Game Refuge

Skeleton Bill.

A. B. No. 1431—Mr. Jost: Fishermen's License

P. 1, L. 14-15—Requires applicants for commercial fishing licenses to have number assigned boat.

* * *

SENATE COMMERCIAL**S. B. No. 171—Senator Edwards: Nets**

Adds new section 636-b to net law declaring use of nets illegal in waters of the state within radius of 4 miles of San Juan Capistrano point in Orange County.

S. B. No. 207—Senator Harper: Kelp Beds

Strikes out all of Section 3 of the present law which provides for competitive bidding for the privilege of leasing Kelp Beds. In place of competitive bidding this Act provides that those wishing to apply for the privilege of leasing Kelp Beds shall make a minimum payment with their applications of \$40 per square mile. This initial payment to be credited against privilege tax of 1½¢ per ton of all Kelp taken from leased bed. The new Act also provides that the lessee cannot assign or lease in whole or in part, any part of the bed under lease to him. Provides lease of 25 years instead of 2 years as in present law.

S. B. No. 220—Senator Allen: Licenses

Adds a new part to Section 6 of the license Act providing that no hunting or duplicate license tag be issued at any place other than the county of legal residence of the applicant unless applicant can be identified by witness known to person issuing hunting license.

S. B. No. 224—Senator Duval: Salmon Eggs

New Section—Makes it a misdemeanor to use salmon roe or fish eggs as bait or to place salmon roe or fish eggs in any of the inland borders of the State or to buy, sell, or offer to sell or have in possession any salmon roe or fish eggs for the purpose of taking fish.

S. B. No. 281—Senator Schottky: Fish Screens

P. 1, L. 13-23; P. 2, L. 1-52—Provides that Fish and Game Commission shall construct and install and maintain fish screens where necessary and that screens must be placed so as not to interfere with the diversion or flow of the waters.

Under present law the Fish and Game Commission can order construction of screens where they deem them necessary and cost of installation and construction is borne by the company, corporations or persons controlling stream or irrigation canal.

S. B. No. 286—Senator Nelson: Districts

Creates a district to be known as the Trinity and Klamath River fish and game districts including all the waters and tributaries of the Klamath River from its mouth to its junction with the Shasta River and also the Trinity River and its tributaries from its junction with the Klamath River to its source. Makes it a misdemeanor for any person or corporation to muddy or soil the waters of these rivers for more than a distance of 100 yards from the first day of July to the first day of November.

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CANNERS

A section devoted exclusively to the news and activities of western cannery of fishery products and to the interests of those other industries whose enterprises are closely akin to, or allied with, them.

National Cannery Convention

WEST COAST FISH CANNERS were well-represented at the annual convention of the National Cannery Association, which was held in Chicago from Monday, January 19 to Friday, January 23, inclusive. A majority of the sardine, tuna and mackerel establishments and a number of the salmon packers made the trek back to the city on the Great Lakes for the week of business and discussion which constituted the main activities of the period.

Only a partial list of western fish-cannery in attendance is available, but it includes a large number of executives whose headquarters are along the coast. Cohn-Hopkins, Inc., San Diego tuna-packers, were represented by R. Hopkins, who for this purpose took his first vacation in four years. The Franco-Italian Packing Corporation, producers of tuna and sardines, sent Joseph M. Mardesich, who left San Pedro on January 16 and, after the convention was concluded, spent some time visiting Philadelphia, Boston and New York. Martin J. Bogdanovich, president and O. R. Butler and A. T. Williams, sales manager and assistant, respectively, constituted the representation of the French Sardine Co., San Pedro tuna and sardine cannery; with the exception of Butler, who went East to visit New York and other Atlantic cities, they returned to California at the end of the month.

Three From Halfhill

Harry J. Halfhill, president of Halfhill Packing Corp., Ltd., was an important figure at the meeting. With him were E. P. Spangler, for 14 years traveling representative for the firm, and Thomas G. Higgins, who joined them six months ago. Halfhill is to be gone five or six weeks, the others probably three months, for the purpose of calling on the Eastern trade. The Halfhill plant is located in Long Beach and packs tuna and sardines.

K. Hovden Co., Monterey and San Diego sardine and tuna cannery, were represented not only by a number of the firm's brokers but also by K. Hovden, president, who left for the East on January 10. The New England Fish Co., Seattle operators of salmon canneries, also had representation, R. R. Parish, manager, leaving on January 12; he plans to remain away until approximately

March 1 visiting important accounts in the East and South. McGovern and McGovern, brokers, were observers for the Arthur Anderson Fish Co., Astoria.

Kelley-Clarke Co., northwest salmon operators, sent H. A. Fleager back to Chicago. He got an early start, planning to make several stops enroute. The Southern California Fish Corp., San Pedro tuna and sardine plant, had as its representative Wilbur F. Wood, its president. Wood left on January 15 and returned on the 26th, making no other calls. Wiley V. Ambrose went East in the interests of the Westgate Sea Products Co., San Diego tuna plant; he left on January 14 and intended to continue East, returning on March 1.

Five From Van Camp

A large delegation was assembled by the Van Camp Sea Food Co., Inc., San Pedro and San Diego sardine and tuna packers. The group included Frank Van Camp, president; Bismark Houssels, vice president in charge of production; Roy P. Harper, vice president in charge of sales; Robert Wayne and M. H. Lifson, eastern sales directors.

California Packing Corporation, operators in practically every fishery on the West Coast, were represented among others by Albert Lester. Coast Fishing Co., Wilmington, sent Sam R. Hornstein, president and J. B. Biven, sales manager, to Chicago. They left on January 14 and returned soon after the meeting was concluded. H. G. Maxson, vice president and general manager of F. E. Booth Co., Inc., was a presiding officer at the convention as well as a representative for his firm, whose plants are located at Monterey and Pittsburg.

First Session January 19

General opening sessions of the cannery convention, which was held in conjunction with similar gatherings of the National Food Brokers Association, the National Pickle Packers Association, the Canning Machinery and Supplies Association, the National Syrup and Molasses Association and the National Wholesale Grocers Association, were held at the Stevens Hotel on Monday, January 19. These were followed by more specialized

gatherings on Tuesday, Wednesday and Thursday mornings and afternoons, at which topics of general and particular interest alike received consideration.

A number of men well-known to the West Coast fisheries industries acted as presiding officers or speakers at these conferences. H. G. Maxson of F. E. Booth Co., Inc., served as chairman of the Tuesday morning session on tomato and tomato products. C. E. Hume of San Francisco, president of the National Cannery Association during 1930, took the chair upon a number of occasions. J. R. Esty and P. C. Wilbur of the western research laboratory of the association, located at San Francisco, led the discussion on various topics of interest, Dr. E. D. Clark of the northwest branch of the association serving in like capacity. Among the other speakers were research men from a variety of canneries and allied industries, government officials and professors of American colleges and universities.

McNary-Mapes Law

Since no division specifically was devoted to interests of fish cannery, representatives from such plants found discussions on the McNary-Mapes law, which authorizes federal establishment of canned food standards, of particular interest. These assemblies were led by representatives of the Food and Drug Administration of the United States Department of Agriculture; although they were devoted to particular industries, much of the discussion was broad enough in scope to interest all branches of the great packing industry.

Election of two officers, the president and the secretary-treasurer, were held on Thursday morning and installation made on the following day. Frank E. Garrell was chosen to serve as scribe and guardian of the treasury.

Important Committee

As often happens at such gatherings, a development which was not included on the program and which had nothing to do with the general conclave proved to be the most important feature of the convention from the standpoint of West Coast fish cannery. Shortly before they left for Chicago, members of the California Fish Cannery Association held a meeting at the Pacific Coast Club in Los

(Continued on Page 26)

Salmon Terminals Progresses



M. E. Stuart

Terminal, is one of the main units in Seattle's system of canned salmon distribution.

At first only three sheds, with a total floor space of approximately 128,000 feet, were used by this organization. The three original single-story buildings were located at the outer end of Pier 40, one facing directly outward and the others fronting on the slips at each side. It was obvious, however, that these facilities only for a short time, so plans were made for securing additional room for operations.

Sheds No. 4, 5, 6 and 7 therefore were planned and have just been constructed. These two-story, modern warehouses measure 425 by 90 feet each, giving a total additional floor space of 306,000 square feet. Planning, material and workmanship are the best, as is immediately obvious to the most inexperienced eye. The interiors are coated with a white, cold-water paint which makes each room light and pleasant for work.

The upper decks are connected by overhead bridges in such a way that the center has the appearance of being one large building. These upper floors are served by movable platforms, on to which cases of salmon may be landed direct from the ship sling. The platforms then may be slid along on their rails by tractors which are provided for that purpose, until the proper storage section is reached. Enormous elevators, each one 30 feet in length and with a respective volume and weight capacity of six truck-loads of salmon and



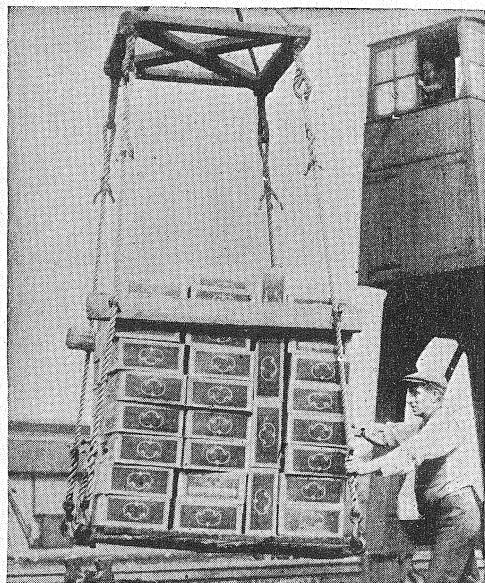
A. J. Bacon

OCCUPYING four new double-decked structures recently erected by the Port of Seattle as well as three other single-story buildings, and handling millions of cases of fish, the Salmon Terminals, Inc., Smith Cove

10 tons, serve to transport produce to main-floor level.

Transportation facilities on the main deck are provided by a concrete roadway

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Discharging at London, England from S.S. Pacific Reliance showing gear with spreader bars which fully protects the merchandise

DEL MONTE GOES ABROAD IN FIBREBOARD

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TUNA

Tunaships Resume Activity

TUNAMEN OF SAN DIEGO were prepared to resume their fishing the moment the 60-day period of lay-off expired. Five refrigerated cruisers were ready to clear the port and begin new voyages on the morning of February 1, while at least 20 others were completing arrangements to follow in their wake within the next two weeks.

Capt. Manuel Monise, master of the "Defender," was first among them all to make ready for an early putting to sea. On Friday, January 30, he made fast at the Tunamen's Wharf in San Diego, thereafter imparting to Lawrence Oliver, of the American Fisheries firm, the information that he had immediate need for 120,000 pounds of ice. A moment's conversation by telephone set all of this quantity into quick transit, truck after truck arriving in rapid succession as the great breaker reduced the 318-pound cakes to angular fragments.

"Monise was weary of lying in port," says R. W. Smith of the Union Ice Co., San Diego. "He made all preparations for an immediate departure, so that he could leave the minute his 60-day term of tie-up should expire. He had the 'Defender' all fueled and provisioned and ready to sail with the exception that no ice was aboard. On Friday morning he came alongside the Oliver crusher and ordered out 400 blocks. That was the start of a busy time for us."

Although the "Defender" took aboard refrigerant on Friday, it was not entitled to leave port until four days later—Monday, February 2. At that time Capt. Monise cast off his lines, blew an "adiós" on his air whistle as he passed the tunamen's little cities of Roseville and La Playa, swung around the sandy point of the Coronado strand, and stood off to the SE until out of sight.

The White Parade

Could an observer seat himself upon a convenient and comfortable star, there to adjust his telescope for watching what is occurring along West Coast shores, he now would behold a long string of gleaming white fishing ships extended in single file between San Diego and middle Mexico, 1,000 or more miles southward. All are headed southward; moving along at 10 or 12 miles an hour, the procession would present an interesting and beautiful spectacle. In the long column are the "Defender," "Navigator," "San Rafael," "Orient," "Lusitania," "Continental," "Conte Verde," "Funchal," "Stella Di Genova" and others just out of port. Every one of them has been renovated, overhauled, rebuilt and repainted, so that as they go sailing along together they are the equal of any fleet of millionaires yachts, both in point of cleanliness, orderliness and spotless whiteness.

There is no other such fleet of splendid fishing craft anywhere in existence.

On Saturday, the final day of January, four other cruisers lined up at the crushers to receive ice, the "Navigator" stowing 400 blocks, the "San Rafael" 375, the "Lusitania" 350, and the steel vessel called the "Orient," 425. All were preparing for immediate departure.

"No further icings occurred on Sunday, Monday, Tuesday or Wednesday," says Smith. "It happened that none of the ships lying-in had their time expire on those days. Then, on Thursday, the 5th, we put 400 blocks into the 'Continental.' On Friday the 'Conte Verde' ordered 325 blocks—that was the last lot before the real rush began."

Moving a Glacier

Early Saturday morning, February 7, numbers of craft commenced gathering along the Tunamen's Wharf, taking aboard supplies and receiving chandlery from Hendry and McCaffrey delivery trucks. Incidentally, one by one the ships were warped into place in front of the delivery chute of the big crusher, and opened hatches to receive their ice. Before 11 o'clock that morning the "Funchal" had stowed and trimmed 330 blocks, the "Stella Di Genova" 300, and the "Alfhilde" 112.

"We experienced no difficulty in moving that quantity to the crusher in quick time," states the Union Ice official be-

fore quoted. "Our delivery crews were glad to get into action again, and the job was done in smooth style. As a matter of fact, it would require a good deal more business than that to stall us here, for we have a big fleet of trucks and experienced crews of strong men which know their work. Only recently we have added a new five-ton International truck to our fleet of rolling stock; we have had many machines of this make in our retail service heretofore, but this is our first large one."

When asked concerning quantities of ice stored during the recent time of inactivity, Smith stated that considerable surplus had, of course, accumulated.

"However, it amounts to nowhere near the tonnage that we must have on hand at the close of the Portuguese fiesta season. As a matter of fact, the domestic use of ice in private homes is increasing, and business continues now throughout all seasons. The demands of the big tuna ships fluctuate more than perhaps almost any other."

More than 50 live-bait craft are making ready for getting into production again; these will require a total of more than 2,000 tons of ice to provision them for projected tropical expeditionings. In terms of diesel fuel, they represent some 750,000 gallons.

Fragmentary reports from the south say that considerable bait is schooling both at San Quintin and at Magdalena.

Italian Food Products Co., Inc.

Also operating under the name of

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VAN CAMP SEA FOOD CO., INC.

Terminal Island, California, U.S.A.

SARDINES

Season Closes February 15

FOLLOWING a turbulent series of events in January, Monterey sardine fishermen and cannerymen settled down to hard and steady work in the final ten-day wind-up of the season, which closes February 15. Officials of the majority of the plants announced their intentions of working straight through from the beginning of the last dark, February 5, until midnight of the fifteenth.

Early in the new year trouble appeared upon the horizon when representatives of the Monterey Sardine Fishermen's Association—O. Enea, president; Sal Ventimiglia, treasurer; and James Davi, secretary—charged one cannery with receiving fish at a price of six dollars per ton, a sum two dollars less than that agreed upon last fall. The association officers explained that their crews could not work at such a low figure, since they would be operating at a loss. They also pointed out that the cannerymen reaped little if any benefit from the cut, since any decline in cost of the raw materials inevitably was followed by a corresponding fall in brokers' offers.

Finding that several packing companies continued to remain firm on the six-dollar price, the fishermen threatened to bring suit for the difference between totals represented by that amount and eight dollars. Their action was deferred on January 10, however, Enea being appointed chairman of a committee to present their views and decisions to the cannerymen. At the end of the full-moon period of fishing inactivity the situation still was unsettled, so that but few vessels went out on the night of January 12. An understanding was reached with four purchasers, however, and the sardine association authorized 20 vessels to go out and bring in catches for these firms only.

The result was that those cannerymen which paid eight dollars per ton received fares of pilchards on January 15, but certain firms whose price was six dollars also secured fish, in spite of the agreement among the fishermen.

"Those paying lower prices were enabled to purchase fish because, unlike those who gave eight dollars, they had no limit of 20 or 25 tons per vessel," explained one packer. "The eight-dollar-per-ton proposition with a limit is all right for lampara boats which go only short distances, but does not suit the big purse-seiners. Crews of these latter craft would rather fish at six dollars, without a limit, so that they can go long distances and get 80 or 90 tons instead of going out and securing only a small part of their capacity with practically the same overhead."

After two days of operations, the fishermen went on strike again on January 17. Officials of the Monterey Sardine Fishermen's Association, cannerymen and the publisher of the Monterey Herald appealed to Governor James Rolph, Jr., to meet with them in an attempt to formu-

late some sort of working agreement which would be satisfactory to all. A conference consequently was held on January 18, Dr. Louis Block of the California State Industrial Relations Department serving as arbitrator between the two groups. Under the proviso that no fish was to be delivered for less than eight dollars per ton, all cannerymen agreed to pay that price, so that fishing operations again were resumed on the night of the eighteenth.

Seven cannerymen and the two special reduction plants of Monterey again operated on the following day, furnishing employment to 1,500 shore workers and nearly 1,000 fishermen. Over 600 tons were received the first day and close to that amount on the second. On January 23 the spring pilchard run reached Monterey Bay and even larger quantities were taken, so that by the end of the month and the arrival of the next full-moon period more than 5,000 tons had been received. Previous to the appearance of the run fishermen had had to go as far

as Pt. Reyes to secure their catches, but so large was the local supply that the available gear could not handle it, many nets suffering damage by being overloaded.

From February 6 to the closing of the season the supply of fish remained good and work went forward at top speed. In interviews on February 4, officials connected with almost all of the cannerymen told a representative of WCF that they intended to work until the last day. K. Hovden Co. put on extra shifts and hoped to put away twice the amount of any other plant. Monterey Canning Co., Globe Grain and Milling Co., California Packing Corporation, E. B. Gross Canning Co. and Bayside Fish Flour Co. were to operate at full capacity until the last moment. Del Mar Packing Corp. announced intentions of canning 25,000 cases; San Xavier expected to run 20,000 cases and San Carlos Canning Co. was planning for 30,000.

Prices for sardines continued low, but improvement was expected.

F. E. BOOTH COMPANY INC.



Packers of
**California
Canned
Sardines**



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SHAD ROE**

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"The Dependable Salt"

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If Your Customer Demands Quality—There is Only One Solution

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"The Sardine Port of the West Coast"

COHN-HOPKINS, Inc.

SAN DIEGO, CALIF.

Quality Packers of Sea Food Products

Tuna, Mackerel, Sardines

We Specialize on Fancy Pack Baby
Yellowfin and All Light Meat
Varieties of Tuna

WE SOLICIT PRIVATE LABEL BUSINESS
SAMPLES GLADLY SUBMITTED

SALMON

Utilizing Cannery Offal

THE ROBINSON Fisheries Co., Anacortes, Washington, has built up a profitable business by making use of the waste products from salmon canneries on Puget Sound. Not only has the enterprise proved of value to its operators, but it also has served the canneries with whom it has business relations, since it relieves them of the obligation of hauling and dumping their offal when they are located within the limits of cities, and adds greatly to the sanitation of plants and beaches in the case of establishments which are found in outlying bays and sparsely-inhabited districts.

Over 20 years ago the Anacortes company began making use of salmon offal in the production of meal and oil, using steam digesters, hydraulic presses and steam-jacketed driers. This equipment, which was in operation until 1929, produced hundreds of tons of salmon meal and thousands of gallons of salmon oil. The batch system of processing fish possessed one drawback, however—it required a great deal of labor for successful operation; the firm therefore decided to install machinery which would permit continuous-process reduction.

The new installation, which was made by the California Press Manufacturing Co., first was operated in the summer of 1929. During that year the Robinson Fisheries Co. was able to take care of the offal from five canneries without running more than one shift at any time. In addition, 10 less men were required for maintenance of the plant than under the former method, while the manufacturers' guarantee as to the capacity of the machinery practically was doubled. During the following year a Foots recovery unit, also manufactured by California Press, was added and proved especially valuable

on salmon offal, which must be cooked longer and harder than the flesh of her-
ring or sardines.

During the past year the Robinson Fisheries Co. hauled all offal from four canneries, whose total pack was in excess of 300,000 cases of canned salmon, to its Anacortes reduction plant.

The products of this company have found ready sale since beginning of operations. A great deal of the meal is used as feed for the stocks of poultrymen in the Skagit Valley, while the oil, because of its light color and exceptional freedom from acid, has wide distribution and a number of varied uses.

FISHERMEN'S PACKING CORPORATION

EVERETT, WASH.

Canners of

Puget Sound Salmon

Our BRANDS

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"Snow Cap"

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"Olympic"—"Snow King"

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"Ocean Spray"—"Waterfall"

CHUM
"Golden West"—"Golden Glow"

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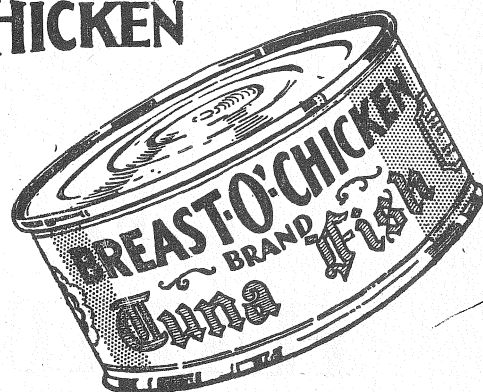


BREAST-O-CHICKEN

the finer

TUNA

We also Pack
all grades of



TUNA-TONNO, SARDINES, MACKEREL

Westgate Sea Products Co.

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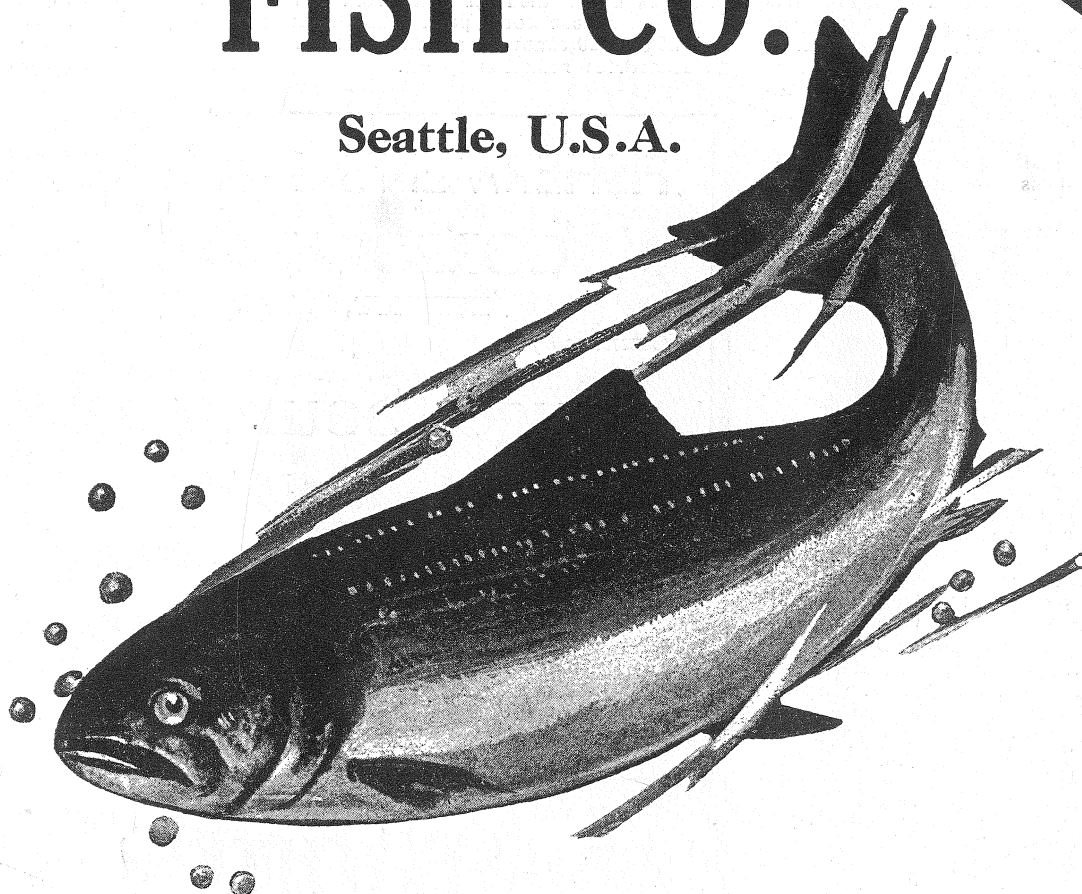
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FRESH and FROZEN
HALIBUT—SALMON

Mild Cured Salmon
Canned Salmon

CURED FISH

Alaskan Herring For Danzig

DAVID RAKOWSKI, prominent herring dealer of the free city of Danzig, paid a visit to the West Coast early in February for the purpose of purchasing eight carloads of Alaska-produced fish. His trip West largely was due to the efforts of J. S. Jensen of the Utopian Fish Co., who met him in New York City and invited him to come to Seattle; almost all of the order of more than 1,600 barrels was sold by Jensen's firm.

Rakowski, who speaks five languages and has been a "heringslager" for 27 years, originally conducted his enterprise in Stettin, Germany, where he enjoyed a large business. The World War interfered with his trade, however, so at its close he moved to Danzig.

"The city has a population of 225,000 and is entirely free," he explains, "although Poland owns the railroad and post office and collects a duty on all imports. Ninety-three per cent of its collections are retained, the remaining seven per cent being turned over to the Danzig government."

The firm's annual turn-over of herring is around 70,000 barrels; a large amount of frozen fish also is handled. A cold storage plant of over 4,000 tons capacity is operated for preserving the fish, one-fifth of it being used for sharp-freezing and the remainder for salt fish. Approximately 40,000 barrels can be stored at a



David Rakowski of Danzig

time. Warehouse and storage chambers are located on each side of that building, one plant for handling products direct from ships, the other for rail shipments.

Although British herring is used almost exclusively, Rakowski declares that he

has a high regard for the Alaskan species. "I regret very much the fact that excessive freight rates causes it to be impractical for me to make steady, continued purchases of your fish," he says. "Freight from Seattle to Danzig is close to \$6.50 per barrel, plus a duty of 13 shillings and charges for icing from Seattle to New York. Once before, seven years ago, my brother made a visit to this country and bought a few hundred barrels of Alaskan herring.

"I like this country and think it is a wonderful place," continues the traveler. "You people really are living under fine conditions—you don't know what hard times are."

He did not purchase any herring in the East, declaring that the New Yorkers are "great bluffers" and that "buying herring in New York is pretty much the same as playing poker."

Rakowski's business received a special impetus in 1919, shortly after he had established himself at his new location. "British interests had taken an option on the entire pack of Norwegian herring, for the express purpose of keeping the fish out of Germany. For some reason the British people did not go through with the deal, so that 70,000 barrels, comprising the entire pack, was left without a buyer, at least for the time being. Hearing of this, I went to Norway after getting permission from the British attache, and was successful in buying the entire pack at a good figure."

THE BOOTH FISHERIES, Seattle, recently has completed a new overhead runway spanning the width of Railroad Avenue and connecting the smoke house and ice plant with the dock side and fresh fish house. The bridge, which is built entirely of steel, replaces the former timber structure. When traffic is heavy on Railroad Avenue, a condition which generally prevails, the overhead way makes it possible for the company to truck smoked fish products across the street without danger of damage. It also supports the ice conveyor which moves that product from the plant to the dock for use in the fish house and for icing vessels.

MILD-CURED SALMON smokers of the East Coast met to discuss merger plans during the week of January 26. Einstross and Oxenberg, New York City, two of the largest fish smokers in the world, have merged operations and will continue to operate under one firm name, maintaining international distribution of their products. In the past these companies have engaged in sharp price competition; the merger not only should benefit them but should enable West Coast mild-cure operators to secure better quotations for their fish.

APPROXIMATELY 20 full cars of 1930-pack herring were shipped to New York City and other Eastern points during the latter part of January. Although the price was low, the fish were small and the packers therefore felt that it was a fair figure. The last few cars sold for \$16 and \$18 per barrel. "The small amount of stocks on hand is expected to be cleaned up soon, which will make conditions appear a great deal better for the new pack," states one operator. "Packers and handlers all are feeling much better over the present state of affairs."

NICHIRO FISHERY CO., Ltd., Japanese mild-cure operators, reports a total income in excess of \$11,000,000 for the half-year from June 1 to November 30, 1930. The working profit for the year amounted to \$479,286. Close to \$500,000 was lost through dissolution of the Roryo Ringyo Kaisha, while a slightly less sum had to be written off the books because of doubtful debts. Part of this deficit was covered by a special reserve fund, so that the actual credit balance for the period was \$66,413. The company is reported as negotiating with the Mitsubishi Co., Sale and Co., and the Bank of Chosen for working capital for next season.

"WE ARE WONDERING what has become of Californians' appetite for fresh king salmon," avers a member of the firm of McCallum-Legaz, Seattle distributors of mild-cured and fresh fish. "Recently we received several shipments of fish taken from the west coast of Vancouver Island. We quoted them to Oregon and California firms at 28 cents headless; Portland responded in a big way and about two-thirds of our supply found its way into that market. Outside of Young's Market and one other buyer, the quotation met with little interest in California."

Legaz, one of the partners in the firm, still is at McCallum Bay, packing dry-salt herring for export; he reports that plenty of fish is being secured.

THE 1930-31 large herring season in the vicinity of Oslo, Norway, is reported as unusually good. Two airplanes are being used for locating schools, and the catch by January 5 was approximately four times that of the entire 1929 production. The small herring catch, however, has been rather light.

At the same time it is reported that cod-fishing is picking up in some districts, so that indications point to a favorable season.

National Canners Convention

(Continued from Page 17)

Angeles; the assembly was called by Bismark Houssels at the request of Harry J. Halfhill of Long Beach. As a result of discussion on that date, Houssels, who is president of the California organization, appointed a committee of five to suggest methods of improving the pack of southwestern fisheries products and increase its sales and distribution.

This committee (composed of Harry J. Halfhill, Halfhill Packing Corp., Ltd.,

Long Beach; Sam Hornstein, Coast Fishing Co., Wilmington; Wiley Ambrose, Westgate Sea Products Co., San Diego; Albert Lester, California Packing Corp.; and Roy P. Harper, Van Camp Sea Food Co., Inc., San Pedro and San Diego), attended the convention in a body and while in Chicago held a number of meetings. As a result of these conferences, Lester was appointed to perfect a code of ethics and procedure, Hornstein to

work on the problem of standardizing the quality of all packs, Ambrose and Halfhill to work out plans for a trade association and food institute, and Harper to handle the subject of advertising.

When this committee has a fairly-complete report ready to present, President Houssels will call a meeting of the association, at which recommendations of the committeemen will be heard, discussion had and a policy determined upon.

Salmon Terminals Progresses

(Continued from Page 18)

between the sheds and by eight railroad tracks, two on each outer edge and four in the center. At present the lower floors are used mainly for storage, while all unlabeled stock is kept above, where reconditioning work is done by the Jack Horner Co. and the Puckett Company. No other Seattle terminal offers as fine accommodations for this type of operations.

P. E. Harris, of the Seattle firm of that name, is president of Salmon Terminals, Inc. The other officers include Henry Seaborn of Skinner & Eddy Corp., secretary treasurer; R. R. Farish, New England Fish Co., vice president. Starr Calvert of the San Juan Fishing and Packing Co. and M. E. Stuart, president of the Stuart Corp., are members of the board of directors. Operations are under the supervision of A. J. Bacon, manager.

From June, 1930, to the first of February, 1931, Salmon Terminals, Inc., has handled 1,902,286 cases and has shipped out 1,377,262 cases. December and January shipments each totaled slightly over 100,000 cases; approximately 100,00 cases still are to come down from the North. Total capacity of the new units is 900,000,

A. J. EDELSEN CO. has moved its offices from the Alaska Building to that of the Bell Street Terminal. "The move should prove a good one," states an official of the company, "inasmuch as we are interested specifically in mild-cure and herring operations, and our new offices are located in a building which fast is becoming a center for this line of fisheries produce."

"I like it, too," comments Edelsen, "because more sunshine finds its way into my office."

The Seattle firm, in addition to its cured fish operations, is Northwest representative for the North American Fisheries.

THE C. J. HENDRY CO. recently installed a 3½-ton Baldt anchor, together with chain to match, on the Union Oil Co. tanker "Caliche"; other recent installations were the "Western Pride" and the yacht "Volador." The Hendry company is able to supply anchors from 5 to 10,000 pounds, according to members of the staff of the San Pedro store. All such equipment is purchased through the Columbia Steel Company.

First Quality Packs



BLUE SEA

Tuna and
Sardines



SUNSET

Tuna and
Sardines



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Italian
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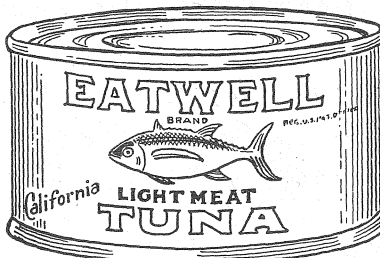
SOUTHERN CALIFORNIA FISH CORP.

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Featuring Four Famous Brands!



of Tuna ~
Mackerel ~
Sardines ~



"EATWELL"
"BELLE ISLE"
"MESSINA"
"EVERYDAY"

Packed by

FRENCH SARDINE CO.

Established 1917

Terminal Island :: Los Angeles Harbor :: California

FISH MEAL and OIL

Propose Lower Tariff on Oils

AMEERICAN PRODUCERS of fish oil see in a hearing which is to be held in Washington, D. C., on February 17, an action which promises to finish the work already begun by unfavorable market conditions and completely to remove them from business. The meeting, to be held before the United States tariff commission, is the result of a proposal to effect a 50 per cent reduction in duty rates on a variety of imported oils.

For some time President William R. Morse and other officials of the American Fish Oils Association, New York City, have been contending that the industry represented by this organization is in need of increased protection, rather than any proposition which would increase competition. This has been especially true during the past two seasons, when fish oils have suffered a serious decline in price. For eight years such products brought from 40 to 45 cents per gallon; during 1930, report officials of Vancouver Island reduction plants, such firms were glad to sell their produce by pre-season agreements at 25 cents per gallon. Those who failed to sign such contracts still have large quantities of oil on hand, so that the original cost, plus insurance, interest on investment and storage charges, have forced them to take a heavy loss.

The same situation is found in California, although some of the companies have been able to move parts of their stocks. Nor does there seem to be indication of improvement in 1931. Vancouver Island interests report that to date

no contracts have been offered for the season by Proctor and Gamble, soap firm which consumes practically the entire supply. "They may bait us on with a little increase in price, in order to keep us operating," declared one operator, "but I doubt if there will be any considerable advance."

Because of these conditions, those in the fish oil industry were particularly alarmed when they received word from Morse in New York that there was a possibility of still lower duty on imported oils which compete with their goods. Present charges on the chief substitutes for domestic fish oils are as follows: Coconut, two cents per pound; foreign-produced fish oils, 20 per cent of the value; peanut, four cents per pound; seal, six cents per gallon; sesame, three cents per pound if edible, oil which is unfit for food being admitted free; soy bean, two and one-half cents per pound; crude sperm, 10 cents per pound; refined sperm, 14 cents per pound; vegetable, 35 per cent of its value; whale, six cents per gallon.

Firms operating in Washington and California therefore have wired or written their congressional representatives, requesting opposition to the proposal and advocacy of a further increase in the scale of charges. East Coast operators in menhaden and other fisheries will join their appeals to those of the Westerners, since their market likewise would be affected were the proposals to become actualities. The American Fish Oils Association, as always, will be represented.

Not content with this action, members of the California Fish Cannery Association requested the aid of Governor James Rolph, Jr., in a telegram on January 30, a copy of which was received by WCF. The telegram states: "We, the undersigned cannery and producers of fish oil, respectfully ask you to use your very best efforts to prevent any reduction in the existing duties on all imported oils at the United States tariff commission hearing at Washington, D. C., February 17, as any reduction in duty would hurt our industry considerably. We will submit statement of full particulars. Kindly inform us of any telegrams or communications you may submit to the tariff commission or California delegation in Washington." The document was signed by Del Mar Canning Co., K. Hovden Co., E. B. Gross Canning Co., California Packing Corp., Carmel Canning Co., Seapride Packing Corp., F. E. Booth Co., Inc., Van Camp Sea Food Co., Inc., Monterey Canning Co., San Carlos Canning Co., Custom House Packing Corp., Bayside Fish Flour Co. and San Xavier Packing Company.

Upon receipt of an answer from the governor, in which he declared himself entirely willing to cooperate, the cannery drafted a letter setting forth the conditions of the market and the importance of adequate duties upon competitive, foreign-produced lubricants. The information was sent to the chief executive on February 4, copies also going to Congressman Arthur M. Free and United States Senators Johnson and Shorridge, all at Washington, D. C.

EDWARD DAVID and **K. Hovden**, presidents of two Monterey sardine-canning companies, are authors of an article which appeared in two installments in *The Monterey Herald* during January. The work is a study of pilchard, herring and sprat operations in various parts of the globe and is characterized by the Monterey newspaper as "a monumental contribution to existing knowledge regarding the sardine and herring fishing industries." It is said to be based upon the authors' own observations, together with information from fishermen and governmental agencies.

The earlier article begins by describing the subspecies of pilchards and herring, together with localities in which each variety is found. The rest of the first article is taken up with an analysis of fishing operations and the different methods of preparing the catch for use. Statistics also are provided for annual production in various countries. The later story is concerned with the West Coast sardine industry; after brief mention of the quantities of sardines which are destroyed by natural causes, it describes California and British Columbia canning methods and

DEMAND for canned sardines was reported slow in the Philippine Islands during the latter part of January. Mackerel and salmon sales also were slow, and stocks ample.

MISS LORRAINE JONES, secretary in the offices of the K. Hovden Co., Monterey, was saddened on January 30 by the death of her mother, Mrs. Elma Catherine Jones. Mrs. Jones, who was 45 years of age, passed away as the result of a three-years' illness. In addition to Miss Lorraine, she is survived by her husband, Robert L. Jones, and by a son, Robert LeRoy, all of Pacific Grove. Services were held on Monday, February 2, after which interment was made in El Carmelo cemetery.

IMPORTS of California sardines into Siam have dropped considerably, according to advice from Bangkok.

THE SARDINE MARKET in Batavia is reported as continuing dull, volume being estimated at approximately one-third of normal. Trading is being conducted at practically no profit, while stocks are abundant.

ALL CANNED FOODSTUFFS imported into Belgium in the future must carry labels in the French language. Such labels must indicate the nature of the product, the name of the manufacturer and the name of the Belgian distributor, according to the royal decree of November 10, 1929. The ruling originally was intended to become effective on January 1, 1931, but enforcement measures will be withheld for from six to nine months.

IMPORT DUTIES upon canned fish shipped into China became 25 per cent on January 1, 1931. The former charge was 12.5 per cent.

THE CALIFORNIA Fish and Game Commission filed suit early in January to abate operations of the K. Hovden Co., Monterey, for a period of one year. The action was based on a complaint, sworn to by Ralph Classic, which charged the cannery with reducing a greater percentage of its sardines than is permitted under existing state laws. At the preliminary hearing before Judge Henry Jorgensen, the trial was continued to late in February or early in March.

INFORMATION now is current that a change in Mexican fisheries administration is imminent, at least insofar as San Diego and San Pedro officers are concerned. From sources believed to be entirely credible it has been learned that Engr. Ignacio Romero, who has filled the commissionership since his replacing Samuel G. Vasquez, is to be transferred to other duties, while at the same time the administration of the San Diego office of the Mexican fisheries service is to be entrusted to a new director. One report is that Romero is to be restored to his former post of Inspector General, an office said to be occupied by Samuel G. Vasquez at the present moment.

Colonel Teodoro Villegas is named as the official who is now to take charge of the administration of Baja California fishery interests for Mexico. He is a man widely known along the International Boundary, this circumstance having origin in the fact that he has figured in political circles as mayor of Tijuana, resort town across the border from San Diego. Recently he has maintained offices in Tijuana, where he discharged the duties of Inspector Especial Fiscal (special fiscal inspector), whose province was the supervision of certain important sources of national revenue. Col. Villegas is recognized as a man of much political stability, as is indicated by his record of accomplishment while Chief of Staff in Mexico City, under Arturo Bernal. It is stated that he enjoys the confidence and esteem of Ortiz Rubio, President of the Republic.

Formal installation of the new executive is to be effected through the agency of Sr. Melchor Ortega, Under-Secretary of the Department of Agriculture of Mexico. Ortega arrived in San Diego in company with Col. Villegas, it being the expectation that the latter would be introduced to his future associates and staff on Monday, February 16. The Secretary made a special trip from Mexico City for this single purpose.

Fisheries operators of all sorts are given to understand that the change in directorship in the Mexican Fisheries Office is not to be construed as presaging revolutionary alterations in the external conduct of the business of that service. On the contrary, exploitation of the Mexican coastal resource is to continue without interruption, say the new officers.

THE GLOBE GRAIN and Milling Co., Monterey, is operating at full capacity, according to Angelo Lucido, plant manager. "We expect to run through to the close of the sardine season, February 15, and will be ready to resume operations at the opening of the 1931-2 season on August 1," he states.

The Globe plant started operations December 21 under a state permit to use 7,500 tons of fresh fish for reduction. Its daily capacity is 400 tons of meal and 16,000 gallons of edible oil.

CHESTER RIDGWAY, 47, for 11 years a resident of San Pedro and an old-time employee of the Halfhill Packing Corp., lost his life when he fell into a vat of lye at the cannery. He was rushed to a hospital immediately after the accident occurred, but the strong alkaline solution had so burned the flesh all over his body that medicinal help was useless.

Ridgway is survived by his wife, Mrs. Bertha Ridgway; a son, Robert; a daughter, Mrs. L. B. Calkins, and a grandson, Robert L. Calkins, all of San Pedro.

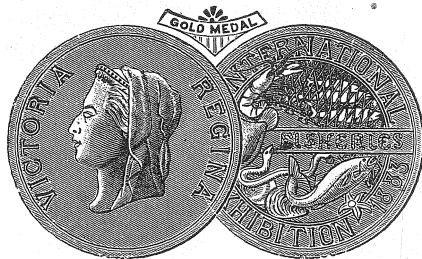
HEADED BY Eugene C. Scofield of the California Commercial Fisheries Bureau, an expedition will be sent down the coast of Baja California during the spring of 1931 to make a study of distribution and abundance of California sardines in localities between San Diego and Cabo San Lucas. This work, and a later study to be made off the coast of Northern California, are a continuation of the three-years' study already completed by Scofield and others of the state government's trained investigation force.

HEAVY SHIPMENTS of sardine oil were made during January by the Monterey Fish By-Products, Monterey, according to officials of the company. The firm is experimenting with shark oil, and

hopes to produce an odorless and tasteless oil high in vitamins.

NORWEGIAN EXPORTERS and American dealers forever are enjoined from making agreements or contracts which tend to create a monopoly or otherwise fix the price of sardines shipped to the United States from Norway by a decree of the federal court on January 18, 1931.

FAILURE of the salmon season at Carlisle, England, which was said to be the worst on record, was blamed on the 200 swans which are found in the vicinity. Fishermen believe that these birds eat the ova of the fish and thus deplete the fishery.



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"The Netting of Quality"

Every step in the process of manufacture—from gathering the raw material to packing and shipping the finished product—is carried out under expert supervision in our own plants. You are therefore assured of uniform, unvarying, HIGH QUALITY NETTING.

BARBOUR'S Double Knot Linen Gill Netting and Salmon Twine

Have been used on Pacific Coast since 1876

We Recommend

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SEINE TWINE, THREAD AND TWINE LAID
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**HAVE BEEN IN DEMAND BY THE FISHING FRATERNITY
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A department wherein are detailed the doings of fishermen, the operation of their boats and ships, the latest ideas in new equipment and all of the news affecting their chosen calling.

"Magellan" Takes the Water

ONE HUNDRED AND FIFTY people gathered at the yards of the San Diego Marine Construction Co. on the afternoon of February 12 to witness the launching of the "Magellan." It was a lively celebration. As one of the participants said: "Was it a great party?—it was!! I won't ever forget what I still can remember of it. You know, after I had been there for a while, admiring how handsome that big boat was, I got so proud of it I almost thought I owned it myself! Life wouldn't be worth living if somebody didn't launch a big fishing ship every once in a while," he concluded.

Just prior to five o'clock in the afternoon Capt. Oakley J. Hall and Superintendent Dean B. Johnson came out from the offices of the company, to gather with the Januari family at the bow of the new cruiser. Captain Hall thereupon introduced Captain Januari to the guests of the occasion, inviting the master fisherman to address his friends.

"I have to say that I am much pleased with the quality of work that has been done on my ship," stated the navigator. "With so fine a vessel in my command I know that 1931 is to be for me a lucky year!"

Captain Hall next presented Mrs. Januari, after which he brought forward the sponsor of the vessel, the pretty young daughter of Captain and Mrs. Januari. The girl seemed somewhat shy and abashed at the numbers of spectators that were gathered about, and elected not to attempt to address them. Instead, she took up a position near the stem piece of the cruiser, and made ready to christen the vessel when it should commence to move.

Miss Januari was attired in a modish lavender gown, and carried a large bouquet of rosebuds—the gift of Capt. Oakley J. Hall. As the "Magellan" started from its motionless position she swung against it the ribbon-wrapped bottle of absinthe, especially obtained from Mexico for imparting perpetual good luck to

the new craft on the occasion of its christening.

The launching was accomplished with the smoothness and precision which invariably is the accompaniment of all such events in the Marine Construction yards. Perhaps some part of this benign fortune will be credited by the owners to the giant horse-shoe floral piece that had been hung over the top of the stem before the christening. Further security may perhaps be thought to be derived from the immense anchor of fern fronds and blossoms that was displayed on the bows of the white cruiser.

Following the christening and launching, lunch and refreshments were served in one of the large rooms of the Marine Construction buildings. Several hours elapsed before the crowd of celebrators broke up and drifted away to its homes.

On the day after the "Magellan" hull was floated, a large crane lowered a 6-cylinder, 350-h.p. Atlas-Imperial diesel into it. Two auxiliary diesels of the same make are to accompany the major plant, one being of 30 h.p., the other 45.

"We shall have this ship ready for trial run in another 30 days," says Superintendent Johnson. "In its design and construction we have followed modern practice such as is used in the building of big liners. It is a thoroughly well-built vessel, and should be a success."

Clipper Head Suggested

The "Magellan" emphasizes those yacht-like characteristics that now are becoming the identifying features of modern tuna cruisers. An arching flare, like that of the moleboard of a steel plow, sweeps upward from the water-line to the level of the deck on the high forecastle-head. The resemblance therefore becomes that of the racy prow of a naval scout or airplane-carrier, and the resulting beauty greater than that of any other fishing craft in service today.

For the first time in the history of West Coast tunaship construction, a tendency here has been evidenced toward

incorporating clipper lines in a high-seas fishing cruiser. In the "Magellan" a slightly forward-reaching bow has been incorporated by Johnson, the architect. This is the first instance, therefore, in which by any stretch of even a careless imagination the word "clipper" properly can be applied to a West Coast tunaship, for to any nautical eye the live-bait craft of Southern California are instantly recognizable as entirely unlike the classic clipper type. The prime characteristic of a clipper ship was the immense press of sail that it carried; this faculty was made possible by tall masts, long yards, stud-ding rigging and bonnets. Secondly, the clippers were deep and sharp-bottomed, narrow of beam and with arching, curved forefoot and head. They were built for forced sailing between ports—sailing-ship express vessels, carrying passengers and mail. They never were used in fishing, or in cruising after whales, that class of marine work calling for a comparatively beamier hull having greater carrying capacity, and only such speed as was requisite for successful cruising throughout the fishing areas.

In the "Magellan," then, we have a diesel-driven fishing cruiser that carries no canvas; she has a big hold and can freight a lot of fish, for the measurements are 100 x 25 x 12.5 feet; she can not make 17 knots under any circumstances, will not carry passengers, tea, mail, silks or Australian wool, and instead of driving to and fro between the great ports of the world will go forth to cruise all over the tropical oceans, searching for tuna in a style not at all dissimilar to the Nantucket, New Bedford and Sag Harbor whalers of pre-Civil War days. It certainly would be less incongruous to call a modern high-class tuna cruiser a "whaler" than to call it a "clipper." In the case of the handsome new "Magellan," the vessel cannot correctly be described otherwise than to say that it is a typical West Coast tuna cruiser to which enhanced beauty has been given by the addition of a suggestion of clipper lines in its gracefully curved bow.

UNDERGOES SURGERY

CAPT. MANUEL FREITAS, of the tunaship "Navigator," entered the Mercy Hospital, San Diego, on January 29. For some time past the tunaman has been experiencing spasmodic appendicitis attacks, these gradually becoming more severe with the lapse of time. When he put his case in the hands of Dr. Thos. O. Burger, famous medical practitioner of the city, he was advised to submit to the removal of the appendix before the chronic ailment should develop into an acute attack.

Now that fishing trips habitually extend themselves into four and five weeks' duration, and because the tropical cruisers rove distant oceans, two or three thousand miles from home, to suddenly be laid low by an acute attack of appendicitis would certainly result in great distress to the subject, probable serious financial loss to all on board, and perhaps even in the death of the patient. There is no such thing as hurrying 2,000 miles to a hospital when your vessel will travel at no greater velocity than 11 knots.

Because Capt. Freitas entered the hospital in perfect health and excellent physical condition, it was necessary to administer a general anaesthetic—the operation was performed with full success after only local anaesthesia had been used. As a result of this saving of the patient's strength and vitality, Freitas felt inclined to start three-poling tuna about 24 hours after the surgery. Indeed, 10 days after arriving at the hospital he was permitted to go home.

Meanwhile the "Navigator" is at sea, on its first trip after the 60-day lay-off. Freitas will return to the command when the ship next puts into port.

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Fisheries Stockholders Meet

STOCKHOLDERS of the United Pacific Fisheries, Inc., Seattle, held their first meeting of the new year on January 8 at the Eagles Auditorium. Approximately 300 persons were in attendance, almost all of whom were stockholders.

The United Pacific Fisheries is a cooperative organization which was incorporated under the laws of the State of Washington in March, 1930, after a formative period of several months. It was established for the purpose of handling sale and distribution of halibut caught by its membership, constituting 66 per cent of the halibut vessel-owners and from 70 to 75 per cent of the fishermen operating out of Seattle. The company has the endorsement of the Fishing Vessel Owners Association and the Deep Sea Fishermen's Union of the Pacific.

The company is capitalized for \$150,000 and is fully subscribed to, the stock being sold in units of \$100 to the fishermen and \$300 to the vessel owners. Stock is paid for in installments. Each time a fisherman's share from a trip is \$50 or more, he is assessed seven per cent of the amount he receives; the same system is applied to the owner—except that he pays 21 per cent, because his stock is worth three times that of the fisherman. All assessments are based on net returns, after expenses have been paid.

As already noted, the organization has

two types of members: vessel owners and fishermen. Each group is represented by a trustee, while a third trustee, a banker, holds the deciding vote. In addition, there is an advisory board, composed of two fishermen and two owners, which body works in cooperation with the trustees. The corporation is not in active operation at present, but expects to get underway some time during the coming summer, when a greater percentage of its capital will have been received.

Frank J. Kwapil, who is engaged in the egg and poultry business on Western Avenue, Seattle, acted as chairman of the meeting on January 8. Kwapil, although having no previous experience in fisheries, is president of the association and the trustee elected by Group "A," which constitutes the vessel owners. His experience in marketing has qualified him for the executive position, especially since his work will be in the merchandising and distribution of the fish rather than its production.

O. K. Strizek of the American Exchange Bank, Seattle, was a speaker at the meeting. Strizek is vice-president and treasurer of the company and is serving as the neutral trustee, acting neither for the fishermen nor for the vessel owners but casting the deciding vote whenever the other two are in disagreement. He also is inexperienced in fishing, but is not handicapped by this lack of knowledge

because his work is in the province of finance.

Winter S. Martin, the third trustee, also spoke to the assembly. Martin, who represents the fishermen, is secretary of the organization.

In addition to these speakers, the stockholders heard a talk by a representative of the British Columbia Cooperative Fishermen's Association, of which Francis Millerd is general manager. The speaker described the activities of his organization, which has a membership of 1,500 fishermen and vessel owners, and delivered a forceful plea to the Seattle fishermen to act at once in organizing their company. He concluded by inviting the members of the United Pacific Fisheries to study the methods used in the Fishermen's Packing Corp. of Everett and the plants of his own organization in British Columbia.

A few additional remarks were made by P. B. Gill, after which the meeting was adjourned.

The business session was handled rapidly and well, practically every motion being adopted by unanimous vote. In addition to settling various matters of policy, the members elected Capt. Chris Servold and William Sellset from the vessel owners and Harold Grotle and Matt Andal from the fishermen to serve on the advisory board.

CHRISTIAN RABEL, old-time Seattle machinery manufacturer and president of the Star Machinery Co., died at his home during January. Rabel, who came to San Francisco from Germany in 1872, operated various sawmills in the North until the beginning of the 20th century, at which time he became interested in machinery manufacture. He is survived by a daughter, Mrs. Frank A. Beivon of San Bernardino, California, and two sons, Victor E. and Otto R. Rabel, both of Seattle.

REPAIRS TO VESSELS constituted the main field of activities of the J. M. Martinac & Co. yards in Tacoma during January. However, the firm has a traveling representative in the South and also has several prospects for vessel construction in the Puget Sound area.

THE DEEP SEA Fishermen's Union of the Pacific held its annual meeting on the evening of Tuesday, December 30. The main business was the hearing of reports and the election of officers. All officials of the past year were reelected. P. T. Kipperberg, Gust Olsen and J. M. Morrison will be business agents in Seattle, Ketchikan (Alaska) and Prince Rupert, B. C., respectively.

THE "ELWELL," 55-year-old sailing vessel which was used last year by the New England Fish Co. of Seattle as a barge for transporting equipment to Alaskan canneries, was sold to Nieder & Marcus, Inc., Seattle, who purchased the ship in order to burn it for the copper and other metal contained in the hull.

The "Elwell" was one of 16 sailing ships launched in 1875 on the East Coast. After an uneventful career on the Atlantic Seaboard, it was brought West where, in 1896, it established a sailing record between San Francisco and Nanaimo, B. C., making the round trip in 16 days, including the time required to discharge and load cargo. Capt. J. E. Barston was the skipper at the time. After a long period of successful coastwise operation, competition from steam vessels became too severe, and the three-master was bid in by George T. Myers & Co., Seattle, to be used as a supply-barge for the firm's cannery at Chatham, Southeastern Alaska. The New England Fish Co. purchased the "Elwell," a little over a year and a half ago.

OVER 11,000,000 chum and 8,000,000 silver salmon eggs have been taken by the Samish River hatchery, operated by the Washington Division of Fisheries. This plant is located on the little 20-mile-long Samish River, which empties into Samish Bay near Burlington, Washington.

THE BARBEE DRY DOCK and Construction Corp. has under construction in its Seattle yards three purse-seiners for fishermen of Austrian birth. These vessels, which are being built of seasoned lumber under sheds, are to measure 57 feet in length and 16 feet beam. One of the craft will be equipped with an 80-h.p. Washington diesel; the owners of the others have not yet selected their power plants. The seiners, which are to cost \$20,000 each, will be featured by galley and captain's quarters above deck, construction which materially increases the capacity of the fish-storage chambers in the hull. The first will be completed in six weeks, the others at six-week intervals.


In addition, the Barbee plant is building for H. C. and J. V. Davis of Juneau a 76- by 10-foot cannery tender. The vessel is to be completed March 25 and will cost \$30,000; it is equipped with a 180-h.p. Atlas Imperial diesel. Allan Cunningham, well-known Seattle manufacturer of deck machinery, is furnishing all such equipment for the new tender, while T. M. Rowlands is the naval architect who is responsible for the design. It also is being built under a shed and of seasoned lumber.

THE PACIFIC Marine Supply Co., Seattle, is in receipt of the largest order of its kind ever known to have been received on the West Coast. The purchase calls for shipment to Japanese operators in the Orient of 234 gas engines, 87 to be four-cylinder, 24-h.p. jobs and the remainder two-cylinder, 18 h.p. models. They are to be furnished complete with propellers, stuffing boxes, bearings, etc. The engines are to be supplied by the Palmer Brothers Engine Co. of Connecticut.

It is interesting to note that this order was acquired without personal representation on the part of the Pacific Marine Supply Co., according to officials of the concern; it was received (as have been other orders from the same locality) because of the known reputation of the Seattle distributing house and the merchandise it carries.

C. J. SEBASTIAN of the Sebastian-Stuart Fish Co., Seattle, was elected president of the newly-organized Puget Sound Trap-Owners Association at group's initial meeting, held January 15 in Bellingham. Other officers include R. A. Welsh of Bellingham, first vice president; Henry Cayou, Deer Harbor, second vice president; and Ralph O. Olsen, Bellingham, secretary and treasurer. George McMillan, Donald Troxell and Frank L. Cramer were named trustees.


"Our purpose in organizing is conservation of the salmon fishery," stated an official on the day following the elections.



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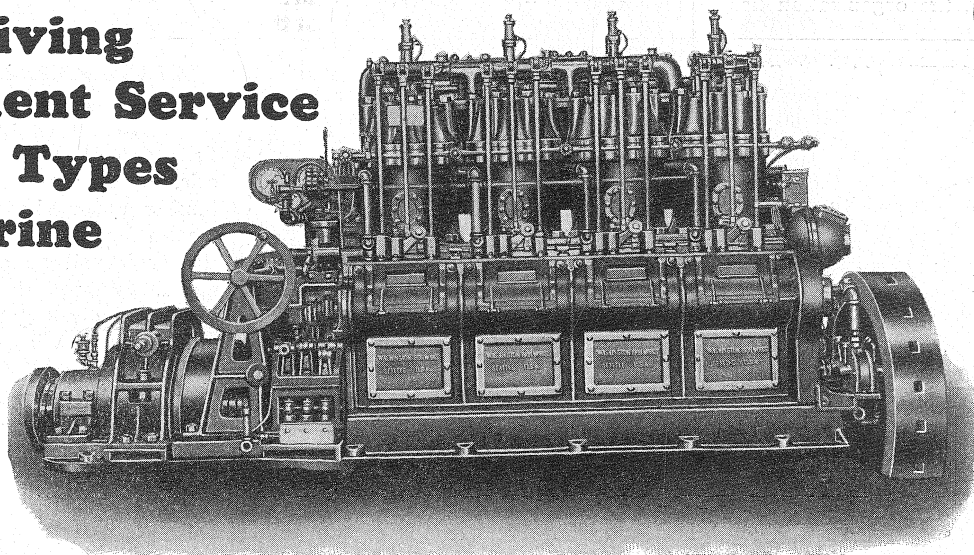
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NORTHERN CALIFORNIA

Three-Fold Ill-Fortune

THE "MARIE JOAN," Capt. Jack Berntsen's 78-footer had enough bad luck during January 25, 26 and 27 to last it for the rest of the year. To have its engine room flooded and its galley burned is sufficient misfortune for the average vessel, but fate was not through with the San Pedro purse-seiner until it had concluded its mishaps by piling up on a reef.

flores,' floating reduction plant to which the 'Marie Joan' is under contract."

Confident that all troubles were over, the crew was seated in the galley, on the afternoon of January 26, having a little something to eat. On the stove was a

pail of tar which the cook, D. Militich, was melting for use in mending nets. Suddenly the black liquid boiled over on the hot stove and the galley instantly was a mass of flames. The fire quickly was extinguished with the Childs Foamite

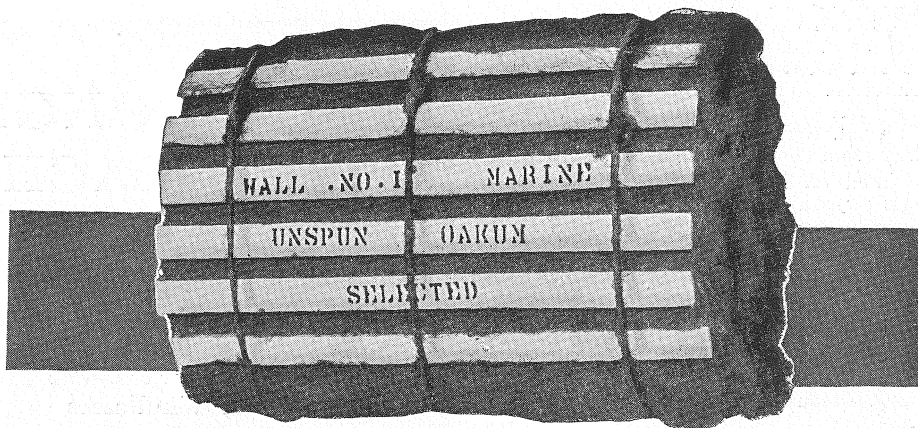


The "Marie Joan," San Pedro purse-seiner, of which Jack Bernstein is captain.

"Our troubles began at about midnight on Sunday, January 25," explained a member of the crew of 10. "All hands were engaged in brailing sardines and the hold was filling up as fast as we could get the fish out of the seine. As considerable water was being taken on with the fare, Chief Engineer J. Kaseroff went below to start the centrifugal bilge pump. When he entered the engine room, he was dismayed to find the flywheel splashing about in eight inches of water.

"Hurriedly climbing up on deck, the engineer reported his discovery to Capt. Berntsen; believing that the "Marie Joan" had sprung a leak, we made preparations to man the skiff. We collected what clothing we could find, got all our belongings aboard and were ready to abandon ship.

"In the meantime, Kaseroff had gone back to the engine room to endeavor to locate the leak. After a brief investigation, he found that the water was coming in through the forward seacock, which had jammed open. We forced the valve shut and then, with all available pumps going, the ship soon rode at its accustomed level. The following day we delivered our fare to the 'Lake Mira-



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equipment, but the woodwork received some damage. However, the crew set to work cleaning up the mess and making necessary repairs to the nets.

"Nothing else out of the way happened that day and night," continued the crew member, "but those who believe in luck say that misfortunes always come in threes, not twos, so we all were wondering what was going to happen to us next."

On Tuesday morning, January 27, at about 9 a.m., as the Washington Estep was driving the "Marie Joan" towards Fishermen's Wharf, San Francisco, at a lively clip, the vessel crashed upon a reef opposite the army barracks near the Marino exposition grounds. "The accident was especially unfortunate," commented WCF's quoted authority, "because we were tired from several night's fishing and had our minds all full of thoughts about the rest we were going to have at San Francisco. The worst of it was that we might have been warned by a nearby vessel; Capt. Berntsen then could have kept away from shore and avoided all trouble."

Pulled off by an army transport, the "Marie Joan" proceeded under its own power to Sausalito, where it was put on the ways at Madden & Lewis' shipyard for inspection. It was found that the vessel had sustained very little damage.

In addition to Capt. Berntsen and the crew members already mentioned, the "Marie Joan" is manned by Jack Berntsen, Jr., N. Cardinale, S. Russo, J. Korovin, J. Belousoff, E. Haglund and J. Peterson.

CAPT. TOM BALISTERI of the "S. F. International No. VI" hopes that he always receives as quick response from distress flares as he did on the night of January 7 off Duxbury Reef.

Well behind its sister-ship, the "S. F. International No. V," on the homeward trip, the San Francisco International Fish Co. trawler had the misfortune to break its tail shaft and it rapidly began to drift in the direction of the reef. Recognizing his danger, Capt. Balisteri and his crew of two men sent up distress flares in the hope of securing aid before they struck the rocks.

Capt. Leo D'Aquisto, master of the "No. V," had rounded Point Bonita and was entering the Golden Gate when he noticed the signals. Swinging his ship to starboard and opening the throttle to its fullest extent, he raced back at the top speed of his Atlas-Imperial, expecting to find some large tanker or similar vessel aground on Duxbury Reef. When he learned that it was the "No. VI," he put a line aboard and towed the disabled craft into port, where they were met by a throng of newspapermen and San Franciscans who had seen the flares and were anxious to learn their cause.

Only a few minutes after the arrival of the "S. F. International No. V," the damaged trawler was reached by coast guard vessels from Point Bonita and Fort Point, as well as by a revenue cutter from San Francisco.

SEVENTY MONTEREY fishermen were cited during the latter part of January for allowing their vessels to remain at anchor in Monterey Bay without proper riding lights. This action by the local coast guard probably will result in small fines for each vessel-owner.

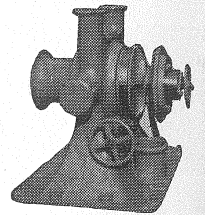
THE STANDARD OIL Company's new marine station at Santa Cruz, begun several months ago, has been completed. Space for the project, which includes a stairway, under-wharf landing and a 10-by 20-foot building of corrugated iron, has been provided through an extension to the Santa Cruz municipal wharf.

"It is expected that the last piece of work will be done some time in February," stated Malio Stagnaro (wharf attendant for the Standard Oil Co. for 11 years) in the middle of January. "Two tanks for gasoline, each of 585 gallons capacity, now are being installed. The station will carry Red Crown gasoline, Gargoyle Mobiloil and Zerolene. The new fueling station should be a great convenience to fishing vessels, yachts and coast guard craft."—R. H.

SAN FRANCISCO fishermen are planning to appeal to the Board of Harbor Commissioners for improvements and construction of additional wharfrage at Fishermen's Wharf at an estimated cost of \$50,000. More than 300 vessels use the present space, which further is crowded by the practice of unloading lumber boats from time to time.

MICHAEL BALESTERI'S launch and the skiff of Sal Ventimiglia's "Happy Day" figured in the rescue of two Monterey youths whose frail canvas boat was upset in Monterey Bay on January 15. Manned by several fishermen each, the two vessels went to the aid of the boys, picking them up several hundred yards out from the new Municipal Wharf.

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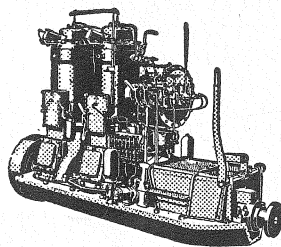
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SAN PEDRO

New Purse-Seiner Has Trial

THE "BETSY ROSS," John Brajcich's new Larson-built purse-seiner which left the marine ways at Terminal Island on December 10, had its first test on Saturday, February 7, when it made its trial run to Santa Catalina Island. Under Capt. Brajcich's skillful handling, the new craft performed in fine fashion, averaging $9\frac{3}{4}$ knots on the trip to and from the Isthmus.

An enthusiastic crowd of guests was added to the regular complement of the "Betsy Ross" for the trial run. Wives, children and relatives of the crew members were there in abundance, as were representatives of various concerns, which aided in supplying equipment. Among the latter were L. L. Livesley, Edrick Walling and Bill McBeth, all of whom particularly were interested in the performance of the big Washington diesel with which the new bottom is equipped. The first-named is a member of the firm of Ward-Livesley, Southern California sales agents for the Washington Iron Works, Seattle, manufacturers of the engine; Walling and McBeth are from the company's Terminal Island plant.

"The Washington diesel ran perfectly and we averaged $9\frac{3}{4}$ knots," states Capt. Brajcich. "Our return trip from the Isthmus was made in two hours and 10 minutes. We are expecting great things of our power plant. I know that our engineer, Carl Antunovich, is highly pleased with its performance."

The house is painted white and is so planned as to give the maximum in space and efficient arrangement. Back of the wheel-house and captain's cabin are quarters for the 10 members of the crew, finished in good taste and with attention given to securing every comfort. The rest of the cabin is taken up by the well-arranged galley. Prominent among its equipment is the model 116 Ingle range, furnished by the Ingle Manufacturing Co. of San Diego.

Below-decks the ship evidences the same care in design and construction. The hull, which is 83 feet long, 20 in beam and $11\frac{1}{2}$ deep, with a capacity of 52 tons of fish, is fully insulated with two- and three-inch layers of insulating material furnished by the Louis Stevenson Co., Chicago. In the engine-room, every piece of equipment is located so as to be easily reached and used when needed.

San Pedro firms supplied the incidental equipment carried by the "Betsy Ross." The anchor and the general small chandlery came from the C. J. Hendry Co.,

while the Marine Hardware furnished the purse-lines and rigging.

Numbered among the crew of the new vessel, which will fish for the Franco-Italian Packing Co., are the following: Carl Antunovich (engineer), Nick Vojcovich, Pete Bokulich, Pete Likolovich, Nick Juanich, Tom Kukrone, Steve Klarich, Jack Truduck, Dick Muljat and Andro Acalinovich.



Capt. John Brajcich's ship, recently completed by Al Larson, San Pedro.

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ASHORE IN FOG

CAPT. LOUIS JANUICH'S 70-foot purse-seiner, the "Congress," ran ashore at Long Beach in the fog on the morning of January 17 and later in the day became a Mecca for thousands of curious residents of that city, many of whom never had such a close-up view of a fishing vessel.

"Nothing since the last stranding of a whale has created as much excitement along the beach," declares that day's issue of The Long Beach Press-Telegram.

Capt. Januich and his crew of nine men were aboard the ship at the time. Since it went ashore at high tide, it was necessary to wait for the following flood before the stranded craft could be jerked free of the beach. That evening the new Merritt-Chapman & Scott tug, the "Commissioner," picked up the purse-seiner and brought it to Fish Harbor, where it was put upon the ways of the Harbor Boat Building Co. for repairs.

The "Congress" fishes for the French Sardine Company.

NICK MEZIN, owner of the "Conquest," recently purchased new tuna netting for his ship through the Marine Hardware Co., agents for the Linen Thread Company. "I used Linen Thread Co. netting for several years in sardine fishing off Monterey and found through experience that it held up better than any other product I have used," states Mezin, whose craft is fishing for the Italian Food Products Company.

FISHERMAN IS SUICIDE

THE DEAD BODY of Johnson Isobe, 37, Japanese fisherman, was found on January 11 in the rocks a short distance from Al Larson's marine ways. Evidence showed that Isobe, formerly a member of the crew aboard the "Chicken of the Sea," had committed suicide by slashing his throat with a large butcher-knife which was found nearby. Isobe, who lived at 701 Tuna Street, Terminal Island, was unmarried and (so far as is known) had no relatives living in the United States.

The body was found by Charles Crouthmel, a representative of Tanner Bros., San Pedro.

CAPT. JACK MARIANI, who resides at 540 Twelfth Street, San Pedro, has just completed negotiations for the purchase of the 36-foot market boat "Umatilla." This vessel has been the property of the French Sardine Co., which is the vendor in the transaction.

"We have a 20-h.p. Standard gasoline engine in this boat," says young John Mariani, who goes to sea with his father. "It is one of those old 2-cylinder models that have lasted so many years. Lots of the boats have them running now, after 15 years of use."

A crew of three will take the "Umatilla" out after halibut, a gang of gill nets having already been prepared. In the trunk cabin forward are quarters for the trio.

The Marianis were much interested in learning the meaning of the name for their craft.

"RAINBOW" TRIAL RUN

AFTER THOROUGH overhaul of the 300-h.p. Western Enterprise and installation of new coils in the Lipman ice machine, the "Rainbow," Anton Kordich's 89-footer, made a trial run to the Isthmus at Santa Catalina Island and back to San Pedro on January 25. Families of members of the crew and L. P. Hodges of the Lipman Refrigeration Co. were guests on the trip.

"The Western Enterprise behaved perfectly," declares M. R. Olsen, engineer. "We did not put a wrench on her, and we averaged 11½ knots. The stamina and dependability of this diesel certainly has been demonstrated to me on the 'Rainbow'."

An additional 600 feet of bin coils was added to the Model 1010 5-ton Lipman, according to Hodges. "A novel feature of the installation," he states, "is the fact that bin boards are unnecessary for separating the fish and ice from the pipes. Posts have been constructed in such a way that netting may be used in place of the usual boards; we have found this an exceedingly satisfactory arrangement, since it is particularly efficient."

The "Rainbow," built a year ago in the Terminal Island yards of Al Larson, fishes for the French Sardine Company. Anton Kordich is the owner.

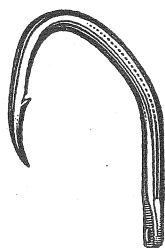
THE "WHITE STAR," largest of combination ships, recently was subjected to extensive improvements in the yards of the Harbor Boat Building Co., Fish Harbor. The big Van Camp tuna-ship was refitted with additions to its ammonia circulatory system.



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SAN DIEGO SECTION NO. 1

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"Europa" Nearing Completion

"HULL NO. 39," now nearing completion in the construction yards of the Campbell Machine Co., San Diego, probably will be launched about February 15. Finishing touches already are being given to the hull, which requires only a few more days of work to fit it for christening.

The Crivellos, being Italian in origin, have decided to name their vessel the "Europa." With its commissioning there will be in the West Coast glossary of boat and ship titles an assortment which, among many others, will include "Europa," "Jugoslavia," "Bremen," "Kodiak," "Yukon," "Californias" galore, "Adriatic," "Asias" one, two and three, a dozen "Americas," "Oregon," "Hollywood," "Ohio," "Osaka" and "Panama." Place names are popular.

The "Europa"—if it be so named—will be the first billet-head ship to be built in the yards of the Campbell Machine Company. In this respect it is noteworthy that the owners are Italian—not Portuguese. The latter have clung tenaciously to the old and original "Atlantic" type, having not even now been won over to the San Pedro-style of raised-deck fishing ship. However, with nothing but the new model of cruiser now on the ways in any yard, it is predicted that no more hulls of the conventional pattern will be made, and that many already in commission will presently be converted to the abler and more practical design.

The "Europa" is another of Manuel Madruga's designs, he having refined the lines of the model that was proposed by Capt. Mariano Crivello. The ship is estimated as of a 135-ton iced fish capacity.

In dimensions it is 117 x 25 x 11.6 feet; its main power unit is a 6-cylinder, 350-h. p. Union diesel; like all other Madruga designs high speed is expected of this example without unusual engine strength.

"This vessel is laid out exactly like the 'Invader,' except that it is a billet-head job," says Campbell. "There will be interior quarters—the men don't like outside staterooms. They say that by having large forecastles that open upon corridors or passageways they obtain better ventilation than were their rooms small, and dependent only upon port-holes for air. During head seas or storm the ports have to be closed, of course. Another reason that they give for preferring inside rooms is that these are quieter than outside accommodations—the slapping of the sea and the vibration of plunging is less felt toward the center of the ship. Probably one other big consideration is the element of safety—a man asleep in his bunk is not apt to be hurt if he is six or eight feet from the side of the vessel. Almost never does one fishing ship cut into another as deeply as that. No doubt the constant peril of collision on the tuna banks is something that the men have in the background of their minds when they specify interior quarters."

Twin diesel auxiliaries will be installed in the engine room. Both of these will be of Atlas-Imperial manufacture, one being 30 h.p., the other 45. Each will drive a 29-kw. Westinghouse electric generator, the arrangement of the units being such that during long runs the generator that ordinarily is driven by the 30-h. p. diesel can be belted to the flywheel of the main power plant, no auxiliary machinery being thereafter operated.

"The supply of sea water for the bait is provided by twin 6 x 8 Byron-Jackson pumps," says Dave Campbell. "Each of these is driven by a 7½-h. p. Westinghouse motor—you know, we don't use anything but Westinghouse equipment."

Three bait tanks cover the stern of the "Europa." These are supplemented by a battery of four bait-wells that have been built integrally into the hold.

The "Europa" is to have no pre-cooler apparatus, but conditions of extreme cold can be maintained in the fish holds through the provision of a 2-cylinder, 5 x 5 York ammonia compressor. This machine is rated at eight to 10 tons capacity, according to the Campbell brothers; it is driven by a 10-h. p. Westinghouse motor.

"There will be a battery of carbon dioxide cylinders—CO-2 fire protection," states Campbell. "We have built accommodations for 14 men into it, and there is to be installed the usual complete outfit of high class equipment such as is characteristic of all our tunaships."

RANGE FOR TUNA SHIP

APPROXIMATELY four months ago the cook aboard the tunaship "Sacramento" served notice on Captain Denis Santos that the galley would have to be provided with a new stove. The plaint of the sea-going chef was that he was unable to prepare meals for a crew of 15 or 16 when his galley equipment had only four burners. What he wanted was a six-burner range.

Ralph T. Upjohn, San Diego dealer in Protane stoves and ranges, learned of the requirements of the "Sacramento's" two principle men, and went into a huddle with them over their mutual problem. The result of the conference was that specifications for an entirely new model of cook stove were telegraphed to the Erie, Pennsylvania, factory of the Protane firm. In record time a beautiful vitreous-enamel creation was shipped westward, arriving to be installed aboard the big cruiser before it sailed on another tropical tuna

hunt. Thus the new equipment was brought into being on the spur of the moment's need, and thrust into immediate service.

The stove was an unqualified success. Its sovereign, the cook, returned to port making loud pronouncements of his entire satisfaction with its performance, whereas Santos, the skipper, was completely complacent because the "Model 122" was both gleaming white and proof against rust. A vogue was thereby precipitated.

In quick succession a half dozen orders for duplicates of the "Sacramento's" range were filed with Upjohn, the co-inventor. Machado Medina, who then was building his big 125-footer in the Larson yards at San Pedro, filed his requisition for one of the "Model 122 Specials" before the planking was on his ship, the "San Salvador." Capt. Manuel Freitas put another of them into the spotless galley of the "Navigator." Several more master tunamen followed suit almost at once.

"We have one of the 'Special Model

122's' on the floor now," states Upjohn. "This is to go aboard the 'Santa Veronica,' Capt. John Cordosa. Capt. Joe Medina has ordered one for his 'Patria,' and we shall have that installed before he goes to sea again. A third range of the same model has been ordered by Capt. Michele Ballisteri of the 'Lisboa.' That will be put in at the completion of its next trip."

Upjohn reports that his Protane "Bottled Gas" business not only is sea-going, but also has large overland aspects. In the Mexican towns that lie just south of the international boundary no municipal gas is available, which circumstance has resulted in the engendering of popularity for the Protane product. Government officials, foreign residents and others of the most progressive and prosperous classes, have introduced bottled gas stoves into their kitchens, for in summer the mid-day heats of the pueblos are terrific, and no cooler implement of cookery has been found.



L. B. Jackson

FAIRBANKS MORSE HEAD

FAIRBANKS, MORSE & Company announces the appointment of L. B. Jackson as manager of marine diesel engine sales with headquarters in Chicago.

Jackson's experience, after he was graduated with a M. E. degree from Stevens Institute in the class of 1910, has included various phases of marine work. For 12 years he actively was engaged in the marine field which included two years of deep sea experience, five years as plant

engineer of the Texas Company's shipyard and five years as superintendent of the technical division, supervising maintenance and repairs. From this work he came to the Beloit factory of Fairbanks, Morse & Company in 1925, and has acted in the capacity of chief engineer for the past five years.

WITH THE INSTALLATION of Ingle oil-burning ranges on the S. S. "Cathwood," Finlay M. Drummond, president of the Ingle Manufacturing Co., San Diego, announces the "Ingle-ization" of equipment aboard all 10 tankers operated by the Union Oil Co. of California. Ingle stoves were placed aboard the "Warwick" in 1924, and thereafter on the "Los Angeles," "Santa Maria," "Utacarbon," "La Purisima," "La Placentia," "Uncana," "Montebello" and "Deroche."

Since many of the tuna ships operating from California ports have Ingle-ized galleys, the following excerpt from a letter by H. S. Kemp of the Union Oil Co. relative to the reduction of fire hazards and dependability on remote cruises secured by installation of these ranges will be of interest:

"It is our opinion that for steamer installations there is nothing that quite equals the Ingle Range equipped with the Valjean Carburetor. Danger of fire is decidedly remote or else we would not utilize this type of equipment aboard our gasoline-carriers. It is simple of opera-

tion and, having no motors, blowers or fans, requires little if any attention. Consequently we have little or no concern regarding the use of this equipment on vessels operating to European and Oriental destinations."

Among fishing vessels of the West Coast whose owners have recognized the dependability and safety of Ingle ranges are the following members of the American Fishermen's Tunaboat Association: "Lusitania," "Defender," "Emma R. S.," "Continental" and "Santo Amaro." Other craft well-known to coast fishermen are the commercial Fisheries patrol boat, "Bluefin," the Star and Crescent tug "Cuyamaca," the tuna cruisers "Alert," "Shasta," "Ramona," "Panama," "Hermosa," "Bell Isle," "White Star," "W. F. Wood," "Musketeer," "White Rose" and "Chicken of the Sea."

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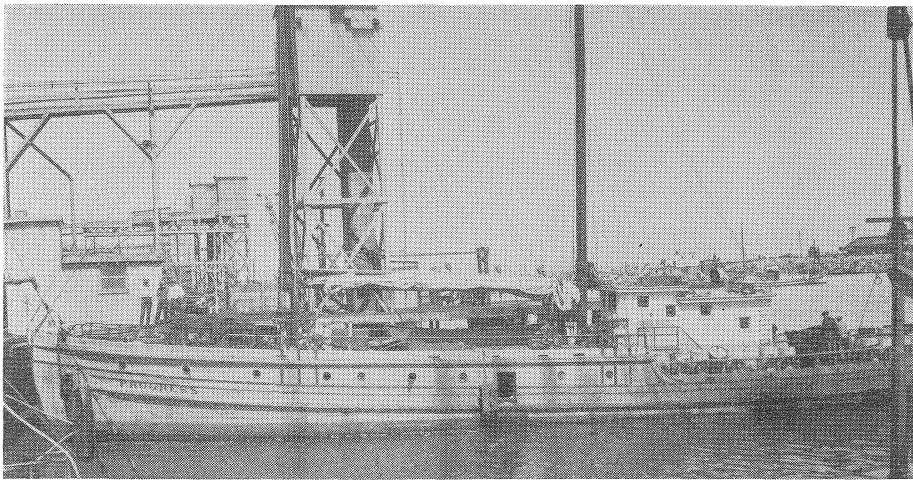
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Coast Representative: JOHN H. DAVIS CO., 36 Spear St., San Francisco



The "Progress," former halibutter and tuna transport, which is to be used for carrying Gulf of California shrimp to Turtle Bay.

To Exploit Shrimp Fishery

JAPANESE CANNERY operators, whose headquarters are maintained in the port of San Diego, are setting afoot a new fishery in the Sea of Cortez or Gulf of California. This is the production of shrimp and prawn through the use of Japanese trawls, imported especially for that purpose from the Orient.

"We have sent the 'Progress' and the 'Patricia'—both of them from San Pedro—to obtain supplies of shrimp for our Turtle Bay cannery," states H. Fukuno, of the Ocean Industries Company. "These two vessels have been equipped with hand-made shrimp trawls that we sent for to Japan. The trawls will be operated at sea, along the Sonora and Sinaloa shores, and what catches are made by the boats will be supplemented by purchases made from native fishermen ashore. In the neighborhood of Topolobampo large quantities of shrimp are impounded in traps, and we expect to buy such amounts of

these as we shall require for our Turtle Bay plant."

The executive quoted describes the plan of transport as being one in which the shrimp will be packed into the holds of the vessels, deeply imbedded in finely broken ice. A run of 650 miles brings the vessels into Turtle Bay, where the canning will take place immediately. Inasmuch as iced shrimp are distributed widely by overland transportation agencies, experiencing numerous rehandlings, and subjected to constantly varying conditions of temperature and humidity, the comparatively brief all-water transit in the air-tight hold of a vessel full of dense refrigerant is believed to be entirely practicable.

As now is well known, the Sea of Cortez produces the largest shrimps, or prawns, known to West Coast markets. These crustaceans are so immense as to

seem more lobster-like than otherwise. The native Mexicans distinguish between them and such small shrimp sorts as abound there, giving them a special designation. Their name for the ordinary-sized shrimp is "camerón"; the word for lobster is "langosta"; the giant prawn they call "langostin"—in other words, a lobsterlet. At certain seasons, and especially in March and April, vast masses of these crustaceans swarm through the waters of the Mar de Cortez. It is upon these migrant schools that the Ocean Industries trawlers expect to levy toll.

"At the present moment our Turtle Bay factory is busily at work canning local Mexican lobsters," says Fukuno. "We sent shipments of cans down to them some time ago, together with all such supplies as they require both for their own use and for the support of the native fishermen. Turtle Bay produces a good many lobsters itself you know."

Navigates Two Tuna Ships

SAN DIEGO TUNAMEN are saying that it never has been done before—one navigator bringing two cruisers into port at the same time although the vessels be 50 or 60 miles apart. This accomplishment recently resulted when Capt. Guy Silva directed his experimental genius into the channel of piloting a ship home that had no skilled navigator aboard. Hear the story:

Silva had taken the "Emma R. S." to Clipperton Island, in search of yellowfin, of course. This was in middle December. He was followed to the grounds by the "Shasta," a vessel that, like the other, is equipped with short-wave wireless telegraph and which co-operates with the "Emma R. S." in getting good loads. When both ships had filled their holds and were ready to proceed to port it developed that the "Shasta" had no navigator aboard.

Clipperton lies far to sea—680 miles from the main. To come home from it without loss of running time requires a knowledge of navigation. It happened that the "Shasta" could not maintain a good speed, being badly fouled and loggy.

"We tried throttling down so that she could stay with us," relates Silva, "but found that we had to maintain a certain minimum speed in order to generate enough electric current to serve our pumps and other auxiliary machinery. The slowest that we could run was just a little too fast for the best that the 'Shasta' could do, so gradually we hauled away from her."

E. J. Crawley, wireless "O. M." aboard the "Emma R. S.," established communication with the telegrapher aboard the "Shasta," and through this medium Capt. Guy Silva had a talk with Capt. Paul Ames. It developed that Capt. Ames had a good sextant aboard, and knew how to use it. However, he was unable to make the necessary calculations wherewith to arrive at longitude and latitude computations.

"We sent time signals until Capt. Ames' watch was set exactly in harmony with our chronometer; that was the first thing," relates Silva. "Then he took sights for latitude, and his operator telegraphed us the sextant readings. I worked these out while he took azimuth

sights for establishing longitude, and within a few minutes we would have his position definitely fixed. He could then plot his course with exactness. We carried the 'Shasta' with us on our own chart, and it gave us a queer sensation to be able to point to a spot and say 'There is the 'Shasta' at a time when she was 50 or 60 miles astern of us, entirely out of sight.'"

Silva's demonstration shows that, with one competent navigator on the grounds, a whole fleet of ships can find their way about if only the skippers aboard the different vessels have wireless telegraph sets and know how to use a sextant. If a navigator aboard one of the boats should be killed or incapacitated, any member of the crew who knew how to take sights with the sextant could make the necessary observations, and then, by handing them to "sparks," the readings could be shot through space to Guy Silva, Manuel Freitas or some other competent navigators, and correct positions had in return. This is an insurance feature that should not be overlooked when evaluating the worth of having a wireless set aboard.

Sign Contract For New Ship

FOUR HOURS of feasting celebrated the recent signing of contracts enabling the construction of another 123-foot tunaship. Japanese and American principals of the project convened on the evening of February 6, some 21 of them distributing themselves around the broad banqueting table that was spread with an especially prepared Far East dinner, in the mezzanine dining salon of the Nanking Café, San Diego.

The gathering assembled at the special behest of H. Fukuno and K. Miura, both of whom are executives in the Ocean Industries Co., large firm of Japanese fishery operators which has canneries and production camps at several points along the West Coast of Mexico. Fukuno took the speaker's chair at the head of the table, officiating there as chief of ceremonies and toast master.

Ranged around the perimeter of the ample board were the guests and co-celebrators of the occasion: Gus Johnson, superintendent of the Van Camp tuna cannery at San Diego; Jim Johnson, West Coast sales manager for the Fairbanks-Morse diesel engine manufacturers; Dean Johnson, manager of the San Diego Marine Construction Co.; Capt. Henry Olson, of the Van Camp Sea Food Co., Inc.; Orville Davis, who is to be master and navigator of the new craft; 15 Japanese, shareholders in the enterprise and future members of the complement.

From the representation at the feast it will be gathered that the association of Japanese owners has the support of the Ocean Industries Co., that the Fairbanks-Morse engine company is providing the diesels and pump machinery, that the San Diego Marine Construction Co. has been awarded the contract to make the

vessel, and that Van Camp has entered into an agreement for purchasing the catch throughout a five-year period.

"The contract price for the vessel is \$113,000," states Fukuno. "Of course, this amount provides for none of the gear and equipment that must go aboard. We figure \$7,000 additional for that, so the total investment will approach, or perhaps exceed, \$120,000."

In length the hull is to measure 123½ feet; its fish-carrying capacity is estimated at about 170 tons; it is to be planned for 50-day cruises.

Mechanically, the "City of San Diego" is to be a Fairbanks-Morse triumph throughout. The main power plant will be one of the "Model 37" diesels—a 5-cylinder machine developing 450 h.p. exactly like the now famous engine that is running so satisfactorily in the "San Lucas." Two 60-h.p. auxiliary diesels of Fairbanks-Morse manufacture will be shaft-coupled to Fairbanks-Morse electric generators on their forward ends, and to eight inch bait pumps on their after ends, these pumps being of the same make as the other machinery.

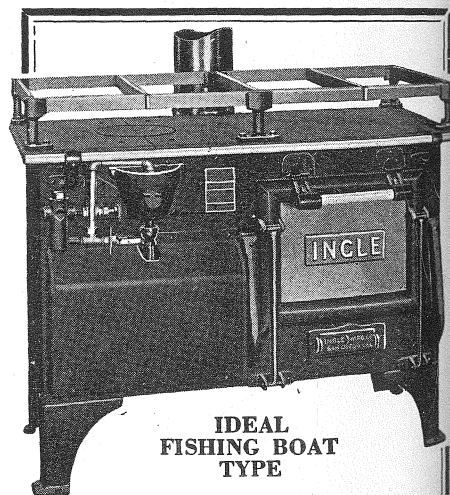
"We are going to have CO-2 fire-fighting apparatus aboard," states Fukuno, "and there will be a telegraph room in which to install a wireless transmitter. Fifteen men will constitute the crew. All of them will be Japanese, except for Capt. Orville Davis, an American diesel engineer of long experience in the fishing fleets of San Francisco, San Pedro and San Diego. Davis will have command."

According to the owners, a 10-ton Baker ice machine will be built into the "City of San Diego." This compressor is to be installed in the engine room. In

connection with it, and the several thousand feet of ammonia pipe that will be strung through the fish holds, two pre-cooling wells are planned for the interior of the vessel. These will be similar to standard bait-wells, except that each will be provided with freezing coils and with some provision for the mechanical agitation of the fluid contents.

"Our specifications have not yet been reduced to ultimate refinement," says Dean Johnson, designer, "but in general it can be said that this vessel will be of the raised-deck type, like the 'Emma R. S.' and the 'Alert,' both of which were built in our yards. Yacht-like accommodations will be provided—teakwood doors and trimmings. We shall provide the ship with 20,000 gallons of fuel-storage; we expect to have the ship completed by June 15."

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JOHN RADOS, of the Harbor Boat Building Co., San Pedro, has just completed a transaction whereby he has sold his tunaship "Rajo" to San Diego owners.

"Victor Goulart and John Silva are the two head men in the group of purchasers," says Rados. "Associated with them are eight other fishermen, who will constitute a part of the crew. We expect that the buyers will come for the vessel at once, and that it will sail for San Diego about February 10."

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SAN DIEGO SECTION NO. 2

*Sponsored by, and the Official Publication for,
Pacific Coast Fishermen's Association*

Zauri Receives Decoration

IMPRESSIVE CEREMONIALS are being planned for the occasion of bestowing high honor upon one of San Diego's fishery executives—Alessandro Zauri, secretary-treasurer of the Pacific Coast Fishermen's Association. On the eighteenth of February a mass meeting of American soldiers and ex-soldiers will be held in the great hall of the American Legion, Balboa Park, San Diego, for the purpose of presenting Zauri with the badge of Past Commander. It is understood that this token is one indicative of superlative esteem, and carries with it an expression of gratitude and an acknowledgment of accomplishment such as might gratify any man.

The action of the military veterans of the southern city finds its explanation in that Zauri has devoted years of his life to the interests of disabled men who sacrificed themselves to the cause of patriotism during the World War. He was himself a soldier, he fought the whole conflict through, and he emerged from it emaciated and broken, to devote such strength as remained in him to attorneyship for his even more unfortunate comrades. Ten years of campaigning against the forgetfulness of a supposedly grateful people and just government now result in whole-hearted acclaim from his fellow soldiers, who recognize in him an unequalled zealot and advocate of their contention that pre-enlistment promises be fulfilled.

Early Volunteer

Alessandro Zauri enlisted in the army of the United States on October 7, 1917. He was sent to Camp Lewis, Seattle, for training, later going to Camp Kearney as a private in Company I, 116 Infantry, 40th Division. Early in 1918 he went overseas from Camp Merritt, there becoming a part of the "Yankee Division."

The official designation for this military unit was the 26th Division. It was composed largely of men from New England, and became famous throughout all American armies as having more battle experience than most other bodies of troops. The same fate that put Zauri into the "Fighting Yankee Division" also threw him in with friends, for he had been born and raised in the city of Boston, from which many of his comrades-in-arms likewise had come. Among the companies of his battalion the California soldier discovered many of the boys with whom he had consorted in that strange jig-saw puzzle of a town that is kept from flying apart by the broad encircling belt of Atlantic Avenue.

Once in France, the Americans went into action immediately. The Yankee



*Alessandro Zauri, secretary-treasurer
P.C.F.A., San Diego.*

Division thereafter took part in a long series of major engagements, Zauri seeing action in the battles of Soissons, Chateau Thierry, Aisne, San Michiel, Meuse-Argonne, Mont Sec and Verdun. Numberless times he went over the top, to do hand to hand fighting on hotly contested ground, but through it all he escaped as by a miracle, without a scratch. Then, shortly before the armistice, his company moved into the Verdun sector, which at that time was suffering terrific shelling. A week before the arresting of hostilities a high-explosive demolition shell struck the dug-out in which Zauri and his comrades were awaiting anticipated attack, caving down its roof and burying its occupants. Hours later, rescue parties excavated the ruins and found Zauri lying wounded, pinned beneath fallen rock and overlaid with the bodies of dead companions. Meanwhile, the dug-out had filled with gas, and whoever remained alive in it had inhaled the destroying fumes.

Convalescence

For months Zauri lay in an American hospital in France. Returning to America, he suffered ill health during several years. When at last sufficiently recovered to permit it, he attended college in San Diego. In the interim he had become active in matters touching the welfare of soldiers, especially in the instances of disabled men. He became an organizer of the veterans, and served in all of the

several associations that represented the ex-soldiery.

His principal field of endeavor was with the Disabled American Veterans of the World War, an organization in which he passed through all the grades of standing, from mere membership to highest command. In the Veterans of the Foreign Wars of the United States he achieved advancement to adjutant, captain, senior vice-commander of the county council, deputy chief inspector of the fourth district, and chairman of the Americanization committee. Added to all of this, he signalled himself in the American Legion, where he served on numerous committees.

Late in 1928 Zauri first interested himself in fisheries. At that time he became bookkeeper for the San Diego Fishermen's Association, a position which informed him intimately in the economics of the business, as well as acquainting him with the boatmen themselves. Vessel operation and fishing methods fascinated him, and presently he determined to school himself in every detail pertaining to the marine calling. In recognition of his expanding comprehension of the problems of the fishermen, as well as because of his abilities as an organizer and executive, the bookkeeper soon was made office manager; finally he became executive officer in charge. This situation prevailed during the early part of 1930.

New Association

In September of 1930 a cleavage developed within the ranks of San Diego's great tuna guild, then called by the name of the American Fishermen's Protective Association. Tuna craft had increased in size and numbers until the followers of that pursuit felt that the time had arrived for an exclusive grouping of themselves. Market-boat netmen and line-men, likewise, were disposed to band together in a more homogenous clan, hence the association divided itself into two parts, the tunamen reorganizing under the name of the American Fishermen's Tunaboat Association while the operators of market craft retained the original title. Fred Schellin headed both groups, but Peter Crivello, who continued as its immediate representative.

Not long subsequent to the realignment of the fishing fleets according to vessel-type and occupation, Peter Crivello invited Alessandro Zauri of the San Diego Fishermen's Association, to consider combining their constituency. Zauri was at the head of a purely market-boat following, and since Crivello's members were of similar sort, it was evident that their purposes, ambitions, dangers and sympathies were of like kind. A series of

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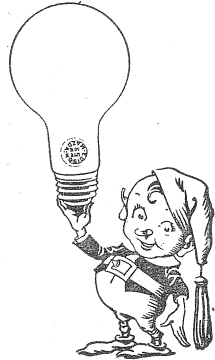
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conversations followed, the result being that the two separate groups of market craft were united beneath the joint direction of Schellin, Zauri and Crivello, the new name of Pacific Coast Fishermen's Association being chosen for the amplified union.

With organized tunamen forming a solid unit, and market craft banded into a compact guild, San Diego's fishing fraternity now is better intrenched to resist attack and to improve itself than at any time heretofore. In the new situation Alex Zauri has ample scope for the exercise of his talents as an organizer, a campaigner, and an executive, for at no time in the history of fisheries has there been so much freak legislation proposed as at the present session of the state as-

sembly, and never before have the internal perplexities of the industry been greater. These are times in which the acumen of shrewd men is requisite to the task of protecting from fanatical and misguided attack the ancient trade of harvesting food from the oceans. Fortunate indeed are the boatmen, that when the danger is greatest the defense is best, for certainly it is accepted that leadership in the fisheries now is superior to any that has been known before.

When, on the evening of February 18, the Disabled American Veterans of the World War gather at the American Legion Hall, in San Diego's beautiful Balboa Park, to celebrate the decoration of a comrade who has distinguished himself by services rendered in their behalf, the

occasion will be one from which the boatmen of the Pacific Coast association's following properly may derive satisfaction. D. X. Agron, Senior Wise Commander of the veterans' organization will officiate. Agron, it is said, is well known in educational circles of the southern city, having been head of the mechanical department of San Diego's high school system during 18 or more years.

WCF avails itself of this opportunity to extend felicitations to Alesandro ("Alex") Zauri, who seems to succeed in a remarkable degree when defending the rights of others from neglect or attack, and who evidences a crusader's zeal in urging the cause of his friends.

Proposed California Laws

(Continued from Page 16)

in each year. Does not effect fish and game laws now in force or to be enacted in area covered by this district.

S. B. No. 314—Senator Schottky: Salmon

Line 24—Strikes out provision limiting taking of salmon in district three with hook and line only.

Page 2, Lines 2 and 3—Strikes out dates of present season in District 5 and leaves dates blank.

Page 2, Lines 17, 18 and 19—Permits spearing of salmon in District 3; strikes out dates covering present season.

S. B. No. 324—Senator Young: Sword Fish

Adds new section to the penal code declaring Marlin and Broad-Bill Sword Fish Game Fish.

S. B. No. 453—Senator Carter: Sardine Reduction Skeleton Bill.

S. B. No. 542—Senator Young: Reduction of Sardines

P. 2, L. 22-23—Reduces the percentage of sardines permitted to be used in reduction plant from 32½ to 10 percent.

S. B. No. 543—Senator Young: Sardine Reduction

P. 2, L. 1-13—Amends Section 3 of sardine reduction act; gives Fish and Game Commission authority to license canning and reduction plants; establishes rules on the proper conduct of plants and for cause may revoke the licenses and close the plant for periods not exceeding 12 months. This section gives Fish and Game Commission authority to make regulations necessary for the proper carrying out of the powers given them in this Act. Licenses for packers are already provided for in another Act, but can be suspended at present for a period of

three months only except for failure to pay privilege tax in which case it can be suspended for a period of one year.

P. 2, L. 42-43—Cuts percentage of sardines to be used for reduction from 32½ to 10 percent. Line 48 changes factor used in determining tonnage of sardines to be used for reduction purposes from 20 to 18 cases.

P. 2, L. 51-52.

P. 3, L. 1—Provides that the fish and game Commission may fix a maximum amount of sardines to be taken for any purpose during any time of the year.

S. B. No. 746—Senator Harper: Trout Tagging

Strikes out provisions in present law permitting stamping tail of domestic trout with grower's stamp in lieu of tagging same.

S. B. No. 768—Senator Duval: Trawl Nets Bays

P. 4, L. 15-16—Prohibits use trawl nets in any bay as defined by U. S. Coast and Geodetic Survey. Present law prohibits use in any bay but gives no basis for determining what shall constitute a bay.

S. B. No. 912—Senator Young—Sale of Canned Fish, Fertilizer

New act forbids sale or possession of fish, oil, flour, fertilizer or canned fish or any manufactured fishing products unless manufactured within the state or in county or state complying with laws of this state.

S. B. No. 917—Senator Young: Commercial Fishing License

Adds new section to Act providing license shall be forfeited for one year by order of Fish and Game Commissioner if fish are delivered to floating reduction plant on high seas.

HALIBUTTER IN SOUTH

NORTHERN HALIBUT tackle has invaded Fish Harbor, San Pedro. During the final days of January the California-built "Springtime" came parading into the heretofore exclusive haven of sardine, tuna and mackerel craft, exhibiting a line-chute on its stern which looked like nothing that many of the southern boatmen ever before had seen. Skates of long-line gear lay stacked against the bulwarks, and that, too, was something of a mystery in a port where tubs or baskets are used in making up "trawl." Few men on the wharf could identify the gurdy, and the roller on the rail.

Capt. W. L. Shepherd is skipper of this most southern of all long-liners. Shepherd is a taciturn man, like many others of the northern race of sea-going folk. He hails from Seattle, and of course is an old-timer from Flattery, Goose Island, Hecate Straits, Middleton Island and Portlock Bank. Although now in a region where the northern apparatus of capture is so rare as to be a curiosity, he still carries the metal line-chute on the poop, and some 10 skates of "small gear"—hooks on four-foot gangings, nine feet

apart.

Johnny Jensen, versatile crew member who can function as engineer, cook, ship's doctor or gurdy-man explains the presence of the northern tackle by relating that the "Springtime" recently came south from operating at Eureka.

"We worked on halibut up there—halibut and black cod. There are no real banks of these fish, but only occasional small spots that quickly peter out when you commence fishing on them. We didn't try to find the same places time after time by fine navigating, but instead 'felt for the fish' each trip. The halibut fishing up there is about a thing of the past now," he said. "However, there still is a good deal of black cod—the finest black cod on the coast is up there."

The "Springtime" has just completed two trips into Mexican latitudes, after yellowtail. It now is overhauling its 10 skates of long-line preparatory to making a test trip with it, to see whether or not California "bastard" halibut can be captured with the northern rig.

"We don't venture any predictions," said the cautious skipper. "We are going to try, that's all."

CAPT. HARRY SHANKLIN of the "Betty B." brought into San Diego a record catch of Jewfish during the early part of January. "We had aboard 116 large fish," states Shanklin. "We caught 64 of them in three and one-half hours."

THE "NEW VICTORIA" brought in some good fares of fish during January, according to Capt. A. Zolezzi. The captain celebrated New Year's Day by bringing in a Jewfish which weighed over 500 pounds round, one of the largest caught in some time. A week later he was back with a record catch of halibut for that month, over 3,300 pounds, together with more than 2,000 pounds of Jewfish.

CAPT. A. GHIO of the market fishing-boat "AF," came home after several stormy days at sea with 3,300 pounds of rock cod on January 8. This catch was particularly good because of the adverse weather conditions met on the trip. "Julius Zolezzi is to blame," states Capt. Ghio. "He is the champion rock-cod fisherman of all time."

TWO FISHERMEN DIE

TWO MEN lost their lives as the result of an accident which recently befell the "Massachusetts," San Diego swordfish and rock cod craft. According to the account brought back by survivors, the little vessel put to sea on a Mexican cruise, leaving San Diego on Thursday, January 22. Proceeding southward along the northern reaches of the Baja California peninsula, the boat was some 11 miles offshore when one of the Brown boys attempted to go below for the purpose of attending to the engine. A solid sheet of flame drove him back.

Capt. Frank Brown, owner, jumped down from the wheel, peered appraisingly into the roaring interior of the vessel and ordered the skiff overboard. He, his two sons and a son-in-law quit the "Massachusetts" in an instant and pulled rapidly away. A few moments later two successive explosions burst out the sides of the fine little vessel, the wreck sinking instantly.

Fortunately the usual fine weather conditions of San Diego latitudes were prevalent, so that the pull to shore was not one of hardship or difficulty—especially to men accustomed to stand in a bouncing skiff while playing a wounded broadbill on the end of a harpoon line. The land was neared in due season, but a new hazard then presented itself—that of getting ashore. A considerable swell was running, and this was hammering the beaches with large and dangerous breakers. The men selected what to them appeared the best place to attempt the landing, waited until an opportune moment seemed to have arrived, then made for the land.

Rapid rowing, however, did not bring them within the danger line soon enough. A great comber overtook them, swamping the skiff, and rolling it over and over in the surf. The two Brown boys, both of them good swimmers, struck out through the foam and at last made the shore; the captain, however, and his son-in-law, both failed to save themselves.

Capt. Frank Brown is one of the well known harpoonmen of San Diego. He is Portuguese, sailed as a youth out of Gloucester, and Hyannis, Provincetown, Plymouth and Wellfleet, all are familiar to him. During 1929 he was lily-iron hurler aboard Capt. O. M. Seeley's "Nuchum," whereafter he decided to build a harpooner to his own account. Accordingly, the "Massachusetts" was laid down in the yards of Peter Rask; upon completion it was named entirely by members of the Brown household.

THE "N. ARDITO," San Diego vessel, was totally destroyed about 15 miles off Dana Point on February 11 by a fire of unknown origin, according to Boatswain John Donnelly, commander of the Coast Guard patrol boat "258." The fire first was seen by members of the police force at Laguna Beach, who noted the blaze on the horizon. They communicated with the San Pedro Coast Guard base, from where a radio message was sent to Donnelly's craft. Proceeding at once to the scene, the "258" picked up Capt. W. Matthews and the five members of his crew, who had escaped injury by taking to the "N. Ardito's" tender.

Shortly after it was abandoned, the craft is thought to have sunk. An engine backfire, frequent cause of such accidents, is believed to have started the fire.

TOM GIACOLONE, master of the vessel "Nunziata," announces to WCF the marriage of his daughter, Miss Grace Giacalone, to Peter Crivello. The ceremony took place on January 25, being scheduled at the San Diego Hotel. Lena Crivello was maid of honor, while Sam Crivello acted as best man. The rest of the bridal party included Andrew Sanfelipe, Victoria Zolezzi, Nick Colla, Angelina Bologna, Joe Daleo, Francis Kensington, Tony Giacalone and Jennie Giacalone. Two hundred invitations were issued for the affair.

Previous to the wedding the bride was feted at a number of smart social affairs given by members of San Diego's younger circles, in which she was prominent.

Crivello for two years was associated with his brother, Mariano Crivello, in operation of the "G. Marconi."

SO ROUGH was the weather outside of San Diego Bay early in January that even Capt. John Benson of the "Sylvia" was unable to secure his full load. Benson has the reputation of being able to catch barracuda when many others were unable to obtain fares, but the rough weather kept him out 12 days and then denied him a capacity catch.

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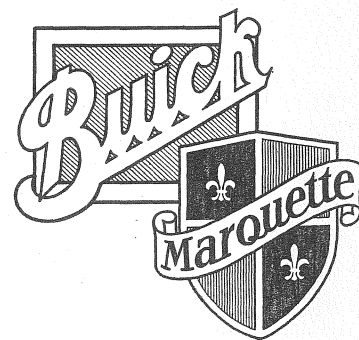
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Baseball team which represented the San Diego store of the C. J. Hendry Company in the Commercial League of that city.

Hendry Nine Heavy Hitters

*There was ease in Harris' manner as he stepped into his place,
There was pride in Harris' bearing and a smile on Harris' face;
And as, in answer to the shouts, he lightly doffed his hat,
No stranger in the crowd could doubt 'twas Harris at the bat.*

*Ten thousand eyes were on him as he rubbed his hands with dirt,
Five thousand tongues applauded when he wiped them on his shirt.
And as the writhing pitcher ground the ball into his hip,
Defiance gleamed in Harris' eye, tight-clenched were Harris' lips.*

SO MIGHT the author of "Casey at the Bat," that famous poem publicized by DeWolf Hopper, have written had he seen the C. J. Hendry San Diego branch baseball team in action during the 1930 season of the Commercial League in the southern city. Not only did the stalwart ship chandlers lead the six-team league in batting, but Catcher Harris' heavy stick enabled him to chalk up a record batting average of .511, a remarkably high figure in any man's league.

Some indication of Harris' prowess may be gained when it is understood that William Terry of the New York Giants, who during 1930 led not only his own league (the National) but also the American circuit in base hits, had an average of only .401, which is .110 below the Hendry man's total. Al Simmons of the Philadelphia Athletics, who led the American League, could show an average of but .381, .130 below Harris. Of course,

big-league hurlers add considerably to the difficulties of the batsmen, but that does not take away from Harris' standing in his own league, especially when it is known that many of the opposing mound artists had had experience with Coast League nines.

Another outstanding hitter was Joe "Soup" Salgado, fast-traveling short-stop of the squad. Salgado was the home-run king and broke up many a ball game by lifting a long one over the outfielders' heads.

The outlook at the beginning of the 1930 season seemed exceedingly bright for the acquisition of a league championship by the Hendry aggregation. The infield, composed of Serrano (first base), Moreno (second base), Branch (second base, pitcher), Salgado and Grijalva (third base) was a quick-working group which played together with good teamwork and covered positions well. The

outfielders, Galindo (right field), Vidal (center field) and Hunt (left field, pitcher), were experienced, heady players who knew when to play in close and when to get back into the outer pastures. The entire team could hit, even the pitchers being able to come through with base blows when badly needed.

Hopes for success were given decided encouragement during the middle of the season when the Hendry squad was tied for first place with the Dairy team. However, lack of enough pitchers to handle the mound duty proved the fly in the ointment. Pierson and Mayer were the only regular hurlers for the team, although Hunt and Branch also served in that capacity. They worked hard and well, according to "Ole" Olsen, manager of the nine, but they could not be expected to serve throughout the season without assistance.

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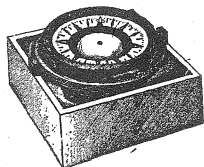


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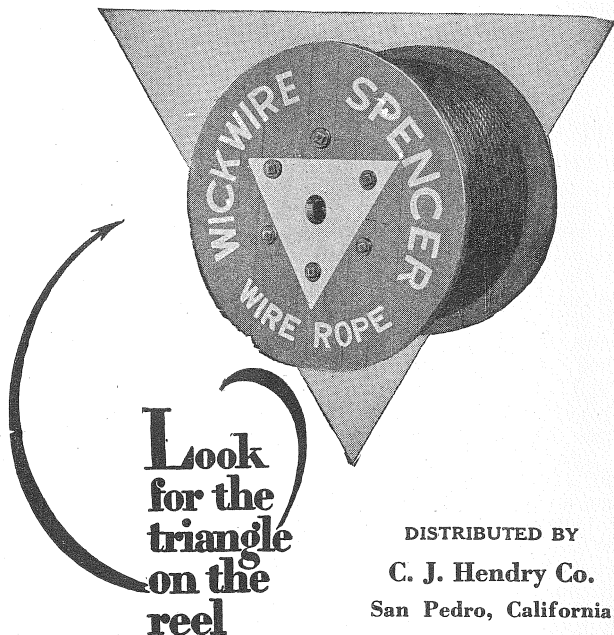
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You may "get by" with cheap rope; but you cannot save money doing it. It will not last as long or be as dependable. Life or limb may be at stake. Why risk it? Insist upon **EXTRA SUPERIOR MANILA ROPE**.

TUBBS

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San Francisco, California.

SEVEN THOUSAND POUNDS of Ederer tuna netting was purchased from the C. J. Hendry Co. by each of two ships during the past month. The vessels were Capt. Tom Mason's new 81-foot purse-seiner, the "Blue Boy," which is powered with a four-cylinder, 230-h.p. Atlas-Imperial diesel; and Capt. George Stanovich's "Pacific," also 81 feet in length, which carries a 210-h.p., six-cylinder Fairbanks-Morse.

The "Sunkist" and the "Western Pride" purchased 6,000 pounds each of webbing. The former is a 36-foot craft owned by S. Yoshizuma and equipped with a two-cylinder, 25-h.p. Cummins diesel. Nine hundred pounds went to the "Sea Rider," owned by Peter Dragich, Sr., and captained by Raymond Dragich. It is a 67-footer in which is installed a four-cylinder, 160-h.p. Western Enterprise.

WHEN A SIX-FOOT fisherman walks into a store and demands a suit of "Tuna Brand" oilskins, what is the clerk going to do about it?—Why, hand him an outfit of Tower's waterproof garments, says Wm. A. Olsen, manager of Hendry's chandlery at San Diego. To a southern tunaman "fish" and "tuna" are exactly parallel and synonymous, so what the man wants is the "Fish Brand" article. Not one live-bait fisherman in a hundred would notice that the fish in the Tower's brand is a three-finned cod, instead of a yellowfin tuna.

JOE BRANNON of the East San Pedro (Terminal Island) store of the C. J. Hendry Co. reports that rainy weather and rough seas have caused a material increase in the demand for Tower's "Fish Brand" waterproof oiled suits. "The special Tower pants No. 751 for tuna fishermen are reinforced in front with duck patch, making a three-ply wearing surface," states Brannon, "and this feature, among others, has made the garment especially popular with local tunamen."

THE C. J. HENDRY GOLFERS have won the San Diego county championship, according to declarations recently made by Wm. A. Olsen, manager of the southern store.

"Our firm was represented in the match by Mr. and Mrs. Halbritter," says Olsen. "They carried off the victory for us by some very neat playing."

FRED LATSON, for three years a salesman in the San Pedro store of the C. J. Hendry Co., announces the birth of a daughter, Lois Mae, on December 11, 1930. "Lois Mae has just celebrated her second monthly birthday," states the proud father. "Of course, after the first year, her birthdays will be on regular schedule."

THE WILMINGTON Boat Works has under construction six new motor launches to be used by Zane Gray, the author. Two of the craft are 34 feet in length, two are 26, and two 24. The fleet of small craft, which Grey plans to take with him to the South Seas, is costing approximately \$35,000.

SEVERAL SIZES of Ederer netting have been sold to the San Diego tuna fleet by that branch of the C. J. Hendry Co., according to staff members. Every tuna cruiser carries its own bait seine.

PROTECT FISHERMEN

DETAILS OF A PLAN for closer cooperation between American fishing interests and the Coast Guard, for the purpose easily of identifying fishing vessels so that they may not be mistaken for rum-runners, daily are expected at Coast Guard Base No. 17, San Pedro. The solution of this problem, one of the most difficult faced by Coast Guard authorities, was undertaken at a recent conference in Washington, D. C., at which were present representatives of the fisheries industries and Rear Admiral F. C. Billard, United States Coast Guard commandant.

San Pedro fishermen are much interested in the results of this meeting, according to local Coast Guard officials, because of their proximity to the Mexican border, long an off-shore rendezvous for liquor smugglers, especially because large numbers of vessels from Los Angeles Harbor fish during part or all of the year in Mexican waters. In addition, the task of Coast Guard cutters in apprehending rum-runners, a difficult one at best, is made more so by the practice of smugglers in disguising as fishing craft the vessels with which they operate between "rum row" and their shore stations. This, of course, constitutes an important reason for the adoption of easy, positive means of identification.

The Washington conference was called following a controversy between owners of the fish craft "Good Luck" and Coast Guard authorities. The schooner, which is said to be identical in appearance to a famous rum-runner of the same name, recently was seized in New York waters as a liquor suspect. A suit brought against the Federal Government was dropped when the damage sustained by the vessel was repaired.

"The problem is greater here than on the Atlantic Coast," states Commander Muller S. Hay, new chief of the local Coast Guard section base. "It will be difficult to devise a method of identification which will be proof against the wiles of rum-runners. Issuance of secret signal flags to the fishing craft, as someone has suggested, might become a valuable protection for the rum-runner once he attains the signal of the vessel he intends to imitate. However, frequent changes of signals, as code is changed in the navy, might turn the trick."

"SPEED BOAT RED" and "Speed Boat Green" are the names of two new paints which recently have been added to the C. A. Woolsey Paint and Color Co. line of ship bottom paints.

"As you know," states George A. Dwelle, West Coast representative of the Wolosey company, "our regular copper paints, brown, red and green, are intended to remain soft after drying, because in this way they are the most effective in preventing bottom-fouling. After a hull has received a coat of this substance and is placed in the water, a soapy or slimy appearance develops, showing that the anti-fouling properties have begun to work by starting a chemical reaction."

"However, there also is a demand by ship-builders for a hard-drying, enamel-like paint which can be used on speedboats, express cruisers and the like. Such a paint must contain the maximum of anti-fouling properties, but must dry into a hard finish. Because of this need, C. A. Woolsey's line of paints has been augmented by the addition of 'Speed Boat Red' and 'Speed Boat Green,' both of which are now ready for distribution."

According to the Woolsey representative, the colors in these finishes are exceptionally brilliant and lasting; when applied, they resemble an enamel and therefore prove attractive-looking on the finest types of boats. "Of course," he adds, "this line does not supplant our present copper paints, but is intended only to supplement it." For the best in anti-fouling protection we still recommend our 'Copper Best and 'Yacht Copper Special'."

The C. J. Hendry Co. distributes large quantities of Woolsey paints.

AS ANNOUNCED in the Deluxe Reference Number of WCF, Stuart T. Henshaw is the new salesmanager for Tubbs Cordage Co., San Francisco. Henshaw is well known to all branches of the rope-buying trade on the Pacific Coast, having been with Tubbs Cordage Co. since 1917. His early apprenticeship was spent in the San Francisco factory. After serving as clerk and shipping foreman, he was given a sales territory, including the Sacramento and San Joaquin valleys and the coastal area surrounding San Francisco from the northern boundary of the state to San Luis Obispo.

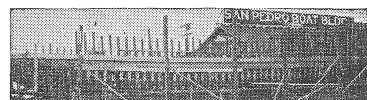
"Henshaw plans to renew his many friendships by making a trip through the entire territory served by Tubbs Cordage Company—from the Pacific to the Mississippi—in the near future," states an official of the company.

V. J. OLIVA, San Francisco manager for the C. J. Hendry Co., was a recent visitor to the southern stores operated by the company. Oliva recently has returned from a year's cruise around the world and reports an enjoyable and interesting trip.

Oliva is optimistic over the business outlook for 1931. "I believe that the present depression has passed its lowest point and is on the way to recovery," he states.

SALE of a considerable amount of Patterson Sargent marine paints to vessels of the San Diego tuna fleet during the 60-day lay-in was reported by Mrs. Mullens of the San Diego store of the C. J. Hendry Company. The Patterson Sargent line includes paints, varnishes and various kinds of special finishing materials.

HARRY KNIGHT, veteran salesman of the C. J. Hendry Co., suffered during February from a bruised knee as a result of falling against a piece of shafting in the stock room. He expected to be back at his regular work in a few days.



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WOOLSEY'S COPPER OLEATE Fish Net Preservative. Strongest on the market. Used by those who know True Value.

WOOLSEY'S TUNGSPAR VARNISH will Not Turn White, Crack or Blister.

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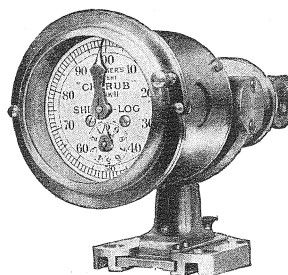
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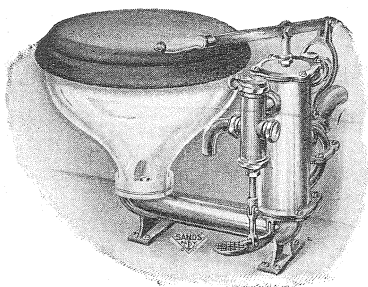
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the water line—a most attractive and serviceable fixture. Prices of the various finishes in which this closet is supplied will be sent on request together with catalog of other Sands Closets, Lavatories, Showers and accessories.

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Mexican Canneries Amalgamate

ONE MILLION PESOS, or \$500,000 American gold, is the capitalization of the new Mexican corporation which recently was created through a merger of the two largest fish canning firms on the West Coast of the Southern Republic. The new combination embraces three of the total of four packing plants in Baja California, the only operator remaining outside the group being the Ocean Industries Co., which will continue the activities of its Turtle Bay establishment on an independent basis.

Rumor long has been abroad that negotiations were under way between the *Compania de Productos Marinos* (Marine Products Co.) and the *Nacional de Productos Marinos* (National Co. of Marine Products), looking toward an amalgamation of assets and business. Such a step always has seemed logical and inevitable, since the first named firm owned a plant at the extreme southern end of the peninsula and another in the very center of the coast line, while the "Nacional" organization owned a large and splendidly equipped factory at the north end of the territory, only a few miles south of San Diego. Through the coalition, therefore, the new concern becomes possessed of a chain of three stationary fish factories, evenly dispersed along the entire length of the 900 miles of Baja California shore. In addition to these facilities, the floating cannery called the "Calmex" also is included in the transaction, the total thus being elevated to four packing institutions.

Mexico's principal fisheries operators are concerned in the deal that has just been complete. Gen. Abelardo Rodriguez, ex-governor of the Northern District of Baja California, and a close friend of Gen. Alvaro Obregon, heads the new

corporation as its president and manager. Rodriguez was the king-pin of the *Nacional de Productos Marinos*, the firm that constructed the extensive cannery at Sausal, just north of Ensenada. He is a man of great energy, progressive ideas and large means.

The Bernstein brothers, owners of the *Compania de Productos Marinos*, are other chief figures in the transaction. They were first in the field, having commenced at Cerros Island, then branched to Cabo San Lucas, and finally commissioned the floater, "Calmex." Their activities always have been attended with success, as is demonstrated irrefutably by their record of constant expansion and enlargement.

Mike Leones, widely known because of his vigorous handling of the Sausal plant, likewise is included in the merger.

"Officers and directors for the new organization already have been selected," states one of the principals in the company. "Gen. Abelardo Rodriguez is president and manager; Carlos E. Bernstein is vice-president and assistant manager; M. Gandara is treasurer; Louis E. Bernstein is secretary; M. A. Leones, Enrique Bernstein and T. R. Yglesias are directors. The name of the firm will be '*Compania de Productos Marinos, S. A.*'—exactly the same as that of the former Bernstein concern."

The official and legal office of the house will be maintained at Ensenada, Baja California, but the export or foreign office will be in the Commercial Exchange Building, Los Angeles. The three Bernstein brothers have occupied a suite of rooms in this office structure for a protracted period, wherefore their location is familiar to everyone in the trade.

It is reported that at the present time

sardines have deserted the waters adjacent to the Sausal plant, wherefore it is now inactive. The cannery ship "Calmex," on the other hand, is steadily at work. It departed on another cruise on February 12, from which it is not expected to return until the first of March. It is taking fish from high seas waters, and is canning the beneath the watchful eye of a Commercial Fisheries Bureau officer who is constantly aboard. During recent operations the "Calmex" canned more cases of sardines per ton of raw fish than any shore manufactory in California. At last reports the floater was working somewhere off Santa Cruz Island. Daily production averages about 500 cases. Louis S. Bernstein has been making these trips, personally directing the work.

At Cerros Island the plant has been working on lobsters, turtles and yellow-tail. A crew of 80 normally is employed there. At present the abalone season is closed in that territory, but diving will recommence on March 15.

The Cabo San Lucas cannery has had a good season on yellowfin tuna, especially since no American vessels have been operating on the banks during the recent two-months' period of quiescence in the cannery trade. Now, however, dozens of turn-table and live-bait craft are clearing for the south, so that competition for fish will probably become keen. The plant at the "Cape" has been making use of the quantities of tomatoes that are grown there, preparing fish sauce, tomato paste and ketchup for Mexican and Central American trade. High American import duties on foreign-grown tomatoes have made unusual amounts of the Cabo San Lucas fruit available to the *Productos Marinos* plant.

JOHN M. LOGAN and Walter J. Norton suffered first degree burns while Lieutenant G. C. Jones severely injured his knee in a fire which started when a spark from a storage battery ignited gasoline and caused the destruction of the United States Geodetic Survey patrol boat in operation near San Francisco. These men, with three others, were aboard when the conflagration began; at great risk to themselves they managed to save almost everything that was of value before the launch finally was destroyed.

JOHN M. DUZICH, 44, owner and master of the "Sonny Boy," died of a sudden heart attack at Monterey on February 11. Capt. Duzich was about to climb to the crow's nest on his purse-seiner when he suddenly dropped back to the deck without a sound. By the time members of the crew reached him, he was dead.

Duzich had been in San Pedro the week-end prior to his death, visiting his wife and children. At that time he seemed in perfect health, so that his sudden demise came as a shock to the many who knew him.

He was born in Dalmatia, coming to San Pedro 12 years ago. He is survived by his wife, Mrs. Stephania Duzich and by three sons, Elmer, Robert and Gilbert.

BECAUSE MARCH and May, said to be the best salmon-fishing months of the year in Monterey Bay, are closed to that fishery, residents are urging passage of a bill which will be introduced into the state legislature by Senator C. C. Baker providing that the season be opened March 1 instead of June 1. The fishermen argue that salmon in Monterey Bay are not spawning, that opening the fishery would provide work for sardiners who automatically are out of jobs when the season on pilchards closes February 15, and that Monterey fishermen are being deprived of this potential profit when fishermen in San Francisco Bay and other localities are securing good incomes.

CAPT. AUGUST FELANDO cleared his 117-footer, the "Adventurer," from San Pedro on the 7th of February. This was the first large live-bait craft to resume operations subsequent to the two-months lay-off. Clearance was for "Mexican waters."

THE LOS ANGELES Shipbuilding and Drydock Corp. has secured a building permit from the Harbor Commission to construct a new wharf at Berths 108-9 in West Basin. Cost of the work will be in the neighborhood of \$2,600.

THE "PAGAN," 70-foot, 175-h.p. diesel yacht, rammed the "Arbutus III," 64-foot diesel pleasure craft, both sustaining injuries requiring immediate attention. On the first of February both vessels were hauled out on the marine railways of the Harbor Boat Building Co., Fish Harbor, and a crew of carpenters and mechanics detailed to each.

"We understand that the accident took place at a time when the "Pagan" was making a landing at its mooring buoy," states John Rados, of the Harbor firm. "There was one of those errors in signalling, or misinterpretation of bells, with the result that the ship moved forward until striking the other craft, which was moored nearby."

"It is a coincidence that our yards built both of the yachts only last year," states Jack Hamilton. "Now they are here again, together, both being repaired. Luckily, the damage was not extensive in either case."

AN UNFORTUNATE accident occurred on the morning of January 26 when Nishiguchi, Monterey Japanese fisherman, smashed one of his legs between a lighter and the boat "Y. Manaka," which is fishing for the Del Mar Canning Company. Upon arrival in port, the injured man was taken to a local hospital, where his leg was amputated above the knee.

NEW BEACON LIGHTED

MEXICO COMMISSIONED the first of its several new lighthouses on the night of February 5, the beacon on the north end of South Island, in the Coronado group, being at that time placed in service.

This initial contribution to the safety of the coast is but the first of a half dozen such helps that already are under construction. Other "faros" will be completed at the south end of this same island, one on the northern island of the Todos Santos group, one on the San Benitos Islands, one at the entrance of Magdalena Bay, and one at Cabo San Lazaro. Construction of most of these already is well under way, but the exhaustion of funds has caused a temporary cessation of the work. Additional finances are said to be forthcoming immediately, the 1931 budget having made provision for the completion of all of the work.

The light on the north end of the southernmost of the Coronado Islands was first to be commissioned because its completion was easiest. It is installed in a stub tower only three metres (10 feet) tall, which stands on the crest of a hill conveniently near to the quiet landing in Puerto Cueva cove. The focal plane of the light is 50 metres above the level of the sea; its intensity is such that ordinarily it can be made out at a distance of 16 miles. The lamp is of the free-flame "Aga" type, and of sixth order. It is described as of 26 Carcel lamp strength, which is to say about 250 candlepower. Boatmen expect to be able to make it out at a range of 20 miles during clear, dark nights.

THE "RIO GRANDE," first of four purse-seiners to be constructed by the Barbee Dry Dock and Shipbuilding Corp., took the water on February 7 after receiving its name at the hands of Lena Suryan, 12-year-old daughter of Dick Suryan, the new owner. A large crowd was on hand to witness the launching of the second vessel to be built for Capt. Suryan by Barbee. During 1930 the "Rio Rita," high boat of the fleet in the recent season, was constructed in the same yards. Suryan sold the vessel just before the end of the old year.

An 80-h.p. Washington diesel of an entirely new type shortly will be installed in the hull; it is now under construction in Seattle.

WOOLSEY VISITS WEST

ENROUTE TO HAWAII, Frank Woolsey, head of the C. A. Woolsey Paint & Color Co., of Jersey City, stopped in at the famous Hotel Greene, Pasadena, on February 10.

"I have just come from Florida, where I spent three weeks at Miami," said the venerable manufacturer of copper paint. "In a few days I shall sail for Honolulu aboard the 'Malolo'—that being the only ship on the run which can make the passage in four days. On April 11 I shall return to the United States; it is my plan to motor home via the Lincoln Highway."

Frank Woolsey travels widely. Despite his 82 years, and in defiance of Father Time, he voyages oceans and treks continents with a regularity and persistence that astonishes less determined and active men. Last year he was in California, and that time returned east via the Panama-

Pacific line; now he proposes crossing overland.

"Yes," said he, in answer to a query, "I belong to the New York Paint, Oil and Varnish Club. I'm their oldest member, so I suppose I'm the dean of the paint business. One year I was president of the Club, but that never can happen two years successively, for they reelect their president every season."

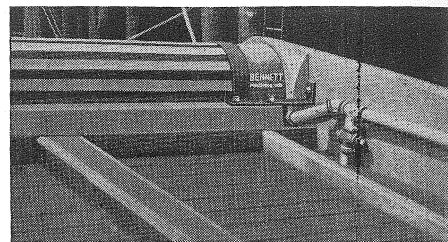
IT IS SAID that a veritable Damon and Pythias friendship exists between George Stevens of the boat "Mione" and "Scotty" Eagleton of the "A-475." For two years these men have been fishing barracuda from San Diego and have been especially successful in this field. Invariably they operate close together, so that each one can see the other at work; while ashore they are to be found together a great portion of the time.

Bennett Hydraulic Drive POWER ROLL

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and the Wind Howl
and the Rain come down in sheets

they will have no ill effect on decks fitted with

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Elastic Seam Composition No. 2 provides perfect, positive protection to the hull. Elastic flat yacht white; elastic gloss yacht white and trowel cement — complete season-long protection is assured.

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Here are related the accomplishments of fresh and fresh-frozen fish producers, shippers and brokers, new products, new merchandising methods and the trend of the various markets throughout the country.

Mexican Lobstering Recommences

SAN DIEGO'S trade in Mexican lobsters, which was completely cap-sized less than 30 days ago, already has righted itself, bailed out the surplus which originally upset conditions of normalcy, and now is sailing serenely "with th' weather astern an' ever'thin' drawin'," as the old mariners used to say. The three largest of the transporter fleet already have returned southward, to Abreojos, and they all are expected to arrive in port soon after the middle of the present month.

The recess in production, which renewed activity now brings to a close, is one of the queerest happenings that yet has been experienced in one of the queerest of fisheries. The whole story—were it told fully—would include a narration of a big catch of Mexican "bugs," unusually high mortality during transit this season, a slackened market, resulting over-production, too great a proportion of the landings being placed in refrigerated storage, subsequent dissatisfaction among the transporter operators, and, finally, a conversation lasting a fortnight. Deliberations of lobstermen, concerning remedial measures, are said to consume more weeks of time than of old were devoted to the mid-winter councils of the plains tribes which whiled away the blizzard season by mentally surveying projected war-paths half year hence.

The Tenders Quit

This year's holiday demand for lobsters was a disappointment. Lack of the usual lively New Year trade was the more keenly felt because production continued large. Considerable surplus commenced to accumulate in San Diego freezers, much of this being still in the hands of the transporters themselves. To continue production on such a basis called for large sums of capital—and entailed a merchandising risk which the production agencies felt was not properly theirs.

Because all of the captains of the carrier craft were affected in exactly the same manner, they were of a common conviction that existing stocks should be reduced before the continuance of further operations. Each, therefore, made a final trip to notify its Mexican camps not to catch more lobsters until so instructed. The fishermen along the desert shore were provisioned against pos- their hands that they might survive a

sible inactivity of several weeks' duration, barrels of San Diego water being rolled overboard for their use, and stocks of bacon, beans, flour and lard placed in



Bryce Florence, Henry Dowden, G. Alioto, Joe Camillo and William Hall completing arrangements for distribution of Mexican lobsters.

protracted seige of commercial inactivity. Then the carriercraft came home, freighting in the last loads of live "bugs."

A Two-Weeks' Talk

With all of the tender-owners in port at the same time, it was inevitable that they should gather on the water front each morning, that being the focal point for all who are fish-minded. On meeting each other, there were expressions of dissatisfaction, individual ideas asserted as to the cause of the *status quo*, and notions urged relative to what had best be done to doctor the situation. When three or four of the captains got together in this way the discussion became a meeting, by-standers and other fishermen joining in. Fish companies, fish brokers, Mexican fisheries authorities who were concerned over the loss in revenue, and the transporter skippers all were interested in achieving a resumption of operations, this common aspiration leading to a series of conferences.

The principal proposal that was argued was whether or not to place in effect a 30-day cessation of all lobstering. Unanimity of opinion was not present to support the proposition, wherefore the discussions dragged along, continuing from

day to day during a fortnight. Half of the proposed lay-off term already had spent itself before the debate on the advisability of a 30-day rest finally was abandoned as having no solution.

Demand Revives

Meanwhile the information had transpired that Mexican lobstering had ceased—a highly important fact, for practically the entire West Coast catch now is imported from producing areas lying southward from the international boundary. Dealers at a distance took stock of the existing state of affairs, noted that California lobstering would by law come to a close on the last day of February, and that even in the north district of Baja California (as far south as San Jerónimo reef) the season would end on that date. Therefore whatever supply of lobsters was to be procured for summer trade would have to be laid in immediately, for after the close of February the only production coming into the market would be from the remote beds northward from Abreojos.

When the realization of the situation became general, contracts were entered into, and a request came into being which made possible the immediate resumption of fishing.

"But we weren't able to start delivering lobsters right away," states a man connected with the business. "All of the camps had stopped fishing. Their traps were stacked up on the shore, bone-dry. The men had no stocks of bait on hand, either. Nothing was ready to work. At least another two weeks will be necessary to get things running again—I mean two weeks from the time it was decided to recommence fishing."

Carriers Go South

The transporter "San Antonio," Capt. Tom Bagalini, arrived in San Diego with its last pre-conference load on January 15. Both the "Oceana" of Capt. Louis Camillo, and the "Shina II" entered the port two days later. All three unloaded and thereupon tied up.

When conditions so altered themselves that operations could recommence, the trio simultaneously took stores aboard and departed, like Columbus' three small ships, to convey a foreign resource to market. They left San Diego harbor on January 27.

It is a 480-mile run from Point Loma to Punta Abrejos, which figures out at 60 hours straight running time were no stops made. As a matter of fact, more than three days' time is necessary to reach Abrejos, this being due to the fact that halts for the discharge of stores occur at Turtle Bay, Morro Hermoso, Punta San Roque, San Roque Island, Punta Asunción, Asunción Island, Punta San Pablo, Punta Prieta, San Hipólito, Pond Lagoon and Punta Abrejos. When arrivals are made during the night it is necessary either to awaken the langosteros with blasts of the whistle, thereafter to await their coming out in their skiffs, or, if the beach be a dangerous one, stand by until daylight.

UPJOHN ON LOBSTERS

ALTHOUGH A DEALER IN GAS, Ralph Upjohn of San Diego vows that he knows something about lobsters, too. More exactly, what he claims is that he has discovered certain facts concerning the potential market that exists in eastern centers for the West Coast crustacean. In his opinion the catch that now comes into San Diego from Mexican points of production would not in any satisfactory degree serve to meet the request which would develop in the middle western states were distribution methods sufficiently perfected to place the lobsters in markets where at present they are entirely unknown.

"Bach east, in the wheat- and corn-states, people think that there is no delicacy on earth equal to lobster," affirms Upjohn. "Years ago, before depletion reduced the eastern beds, large quantities of lobsters were imported into the inland states from the Atlantic seaboard. Recently, of course, the eastern clawed lobster has become exceedingly scarce and costly, so the interior region has been left unsupplied.

"Knowing how highly the agriculturist people of Nebraska, Iowa, Minnesota and Kansas prize 'salt water lobsters,' I decided to ship a quantity to them at Christmas time, last year. I went over to see Joe Camillo about it, and he agreed to help me in the project. Together we selected 23 'bugs' from among a quantity that was delivered that day to Camillo, at the Van Camp market, and he iced them into far different boxes.

"We chose medium-sized lobsters for the shipment—no small ones and no 'bulls.' All were uniform and alike in

Enroute southward each of the three vessels not only delivered fresh supplies to its string of camps, but imparted the cheerful tidings that trapping could begin again. One to three days time would thereafter be required by the lobstermen for gathering abalones, concha nacre, sea snails, or for catching sheephead with which to bait their traps before lowering them away to the rocky sea floor where the night-prowling lobster has his den. At least a week would then be required before sufficient of a catch could be accumulated wherewith to give each vessel a load. Add three days to this for the homeward run, and it is seen that some 15 days will have passed between the time that the carriers left port and the

date of their return with first fares.

"That is the funny part of it," says a San Diego observer. "They couldn't agree whether or not to lay off for a month, and while they were talking about it half of a month went by. Then, when they started to work again, they couldn't commence producing until another two weeks had passed, so in effect they have been inactive for 30 days, just as some of them proposed doing."

With both California and northern-district-of-Baja California lobstering nearing their close, dealers anticipate a ready market for all that the southernmost producing areas can provide between now and the legal closure of fishing there, at the end of March.

every particular—we weighed them, selecting those that weighed exactly 1½ pounds each. The 23 'bugs' therefore totalled 36 pounds.

"Now, the point is this: I sent the entire lot of four boxes all the way to Michigan, and the express charges amounted to only \$9 on the lobsters, boxes and ice. That figures out at exactly 25 cents a pound. All of the lobsters arrived in perfect condition, and created such delight among my friends and relatives that I kept hearing about it for months.

"Knowing how those people appreciate lobsters, and what numbers of large cities lie in that lobsterless region, I am positive that our West Coast fishery could not begin to supply the market that would arise there were someone to interest himself in introducing them to the stores in that territory. It seems to me that there is an excellent opportunity here for some salesman who would travel through the central states, wiring to San Diego and having shipments of lobsters sent ahead so as to arrive at different destinations at the same time he did."

FRANK SUTTORA FISH CO.

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LOS ANGELES

WASHINGTON

Invents New Type of Float

H. C. HILKE of the Seattle Cedar Lumber Co., after a series of experiments and tests which have consumed a large space of time, announces through WCF the perfection of a new-type cedar float which is said to possess greater buoyancy and resistance to water than the old type of cork float which has been used so long by halibuters and other fishermen of the West Coast.

The ever-decreasing supply of high-quality cork, with the consequent rise in the price of this material, constitutes the reason for Hilke's research in floats. Seeing that cork net supports soon would be too expensive for the pocketbook of the average fisherman, the lumber expert began his experimentation by manufacturing a number of such objects from various forms of composition. These invariably failed to possess the desired characteristics, so that the inventor was compelled to turn to laminated cedar. Taking two pieces of this wood each of which measured an inch in thickness by 5¼ inches in diameter, he fashioned them into circular shape, bored a hole through their centers, hollowed out four cavities in each and then glued them fast to each other, hollow sides together. The hollows, which are not made deep enough to weaken their water resistance, greatly increase the buoyancy; additional strength is obtained by fastening the two halves to-

gether in such a way that their grains run counterwise.

Severe Trials

"Tests of the most severe nature have given me countless examples of the strength and resistance which this float has shown to every kind of abuse," states Hilke. "After having been submerged in all kinds of solutions, including both fresh and salt water, for weeks at a time, it has shown practically no gain in weight and there has been no evidence of any tendency to absorb water." After one test of 400 hours while carrying a 14-ounce weight, the wooden block gained less than one ounce. It was broken open, as have been a number of others subjected to equally rigid tests, and showed no sign of moisture anywhere in the interior or through the grain in the wood. According to the inventor, this partly is due to the use of cedar and partly to superior quality of the glue and dressing used in manufacture.

A representative of WCF personally witnessed a buoyancy test in which two types of cedar floats and one of cork, each supporting a 14-ounce weight, were placed in fresh water. The cork was submerged to a point where three-quarters of an inch remained above the surface, while an inch of the common cedar float was out of water. Hilke's special

cedar float, which is larger than either of the others, proved the most buoyant of the three, standing one and three-quarters inches above the level of the water.

Another test made was that of alternately submerging the float in cold water and then subjecting it to dry heat. Such a test was made for a period of several days; at the end of that time the float showed no signs of cracking or warping, nor did it become less resistant to water.

To Install Machinery

The Seattle Cedar Lumber Co., for three years manufacturers of the oval-type purse-seine float, will manufacture the new model. To date proper machinery for large-scale production is lacking, but new equipment is being constructed which will permit the plant to turn out hollowed cedar floats in immense quantities. They will be produced in three sizes. The "common" model will measure two inches by five and one-fourth, and will have four air pockets. The "super" style, which also will have four air pockets, will be 2¼ by 5¼ inches. The halibut model will have six pockets, and will be 2¼ inches thick by 7½ in diameter.

"One of the largest supply houses on the coast, after completing tests of their own with the new type floats, placed an order for 10,000," states the inventor.

ROY JENSEN of the Washington Fish and Oyster Co., Seattle, has been in the East for several weeks on a business trip. The last letter from him received by the home office shows his address as Washington, D. C.; he also has called at New York and Boston. He is expected to arrive in Seattle about the middle of February.

During his absence several changes have been made in the refrigeration system of the Seattle plant. Construction was begun some time ago on four cold-storage rooms; two of these have been completed and the other two rapidly are taking shape. These chambers will provide a cold storage capacity of 60 tons of fish at a holding temperature 15 degrees Fahrenheit. This temperature will be maintained by a five-ton Baker ice machine, which also will furnish refrigeration to the ice storage room.

"BUSINESS CONDITIONS have been entirely satisfactory as far as movement of fish is concerned," reports C. J. Kirkhus of the Everett Fish Co., Everett, Washington. "We are doing very little in fresh fish these days, but are enjoying a good business in our frozen stocks. If collections were as good as sales, we would have nothing of which to complain."

THE ALASKAN GLACIER Sea Food Co. entertained its brokers at a banquet at the Hotel Wintonia, Seattle, on January 8. Among matters discussed at the gathering was a new method of packaging shrimp and crab meat. The Seattle firm is working out several methods of handling these products, but has adopted none to date.

THE PUGET SOUND Wholesale Fresh Fish Dealers' Association during the last days of January received application for membership from the Fox Fisheries, operated by Lessing Cohen and Sam Fox. No action will be taken on the request until the return of Roy Jensen of the Washington Fish and Oyster Co., who is president of the association. If the action at that time is favorable, the new member will take the place formerly held by the Olsen Fish and Cold Storage Company.

Fox Fisheries, until recently, has engaged only in smoking and in packaging salt fish. However, plans have been made for the erection of additional buildings and dockage, on land which they now hold, to be used in receiving and distributing fresh fish.

DEPENDABLE EVERY MINUTE SINCE 1868

NEW ENGLAND FISH CO.

Producers — Distributors

FRESH
FROZEN
SMOKED

FISH

Seattle, Wash.

CANNED
MILD CURED
SALMON

"PACKED
WITH THE
WIGGLE
IN ITS TAIL"

OPERATING
THROUGHOUT
PUGET SOUND
COLUMBIA RIVER
ALASKA
BRITISH COLUMBIA

NEW YEAR ROBBERY

NEW YEAR'S EVE was a bad night for the Ripley Fish Co., Seattle. While everyone else was enjoying the advent of 1931, a thief broke a window and wrecked the safe and cash register of the fresh fish company in order to obtain \$6.31.

The robber was a true second-story man, for he gained entrance through an upper window with the aid of a few fish boxes. After breaking out the glass, he crawled through the opening and entered the inner office after breaking the door which separated it from the rest of the office space. There he knocked off the combination of the safe, lined up the tumblers and was rewarded by \$3.15. Then he turned his attention to the cash register (perhaps he operated on it in the midst of his other activities) and obtained \$3.15 from it.

"He was pretty smart to get the safe opened with the tools he had," stated the safe repairman who officiated later in the day. "He must have worked two hours on the job."

"WE'RE A BIT LONESOME down here these days," states Chappel of the Tacoma Fish and Packing Co., Tacoma, "because the 'Indianapolis' and the 'Tacoma,' steamers which used to carry passengers between Seattle and Tacoma, have been taken off the run. When these good-looking ships stopped at the Municipal Dock every two hours, there was a certain glamour which now has entirely disappeared."

The Tacoma Fish and Packing Co. is doing its share of business, reports the manager.

"WHILE PRODUCTION has not been as great as it might have been, due to the fact that we have not had a seed crop for three years, our season has been a very satisfactory one," declares an official of the Olympia Oyster Company. "Now we are hoping for a warm summer, which will be of great benefit to us."

Orders for the fancy cocktail oysters have been pro-rated, the price at the last of January being eight dollars per gallon.

HAINES OYSTER COMPANY reported a shortage of Bay Center crabs during the middle of January. The scarcity was due to rough weather.

MOVEMENT of frozen halibut stocks has been exceedingly slow, according to the local office of the Rupert Fish Co., where the officials believe the situation may become serious. In a few districts sales have been fairly good, but many localities in which ordinarily there is a brisk trade have shown a considerable decline. Storage stocks are much larger than usual, especially in the large mediums.

If It's Sea Food—See Us
**RIPLEY FISH
 COMPANY, INC.**
 DEPENDABLE QUALITY
 Pier No. 9
 SEATTLE, WASHINGTON

SAN JUAN FISHING & PACKING CO., Inc.

Wholesale Dealers, Packers
and Shippers of
Fresh, Frozen, Salt, Smoked
and Canned Fish

ALSO: Fresh prime chilled Salmon and Halibut Steaks wrapped in parchment paper bearing San Juan trade mark and packed in small, convenient size fiber packages.

BRANCHES—Seward, Alaska; Port Lawrence, Alaska; Ketchikan, Alaska; Uganik Bay, Alaska; Port San Juan, Alaska; Tutka Bay, Alaska; Pacific Fisheries Co., Ltd., Prince Rupert, B. C.

FOOT OF STACY STREET
Seattle, Washington

When You Are in Doubt

Get in touch with the

WHIZ FISH CO.

WHOLESALE DISTRIBUTORS
FRESH, SALT AND
SMOKED FISH

Always on the Job

Whiz Dock, Seattle, Washington

John Hannula Jr. Fish Company

Producers and Distributors
Throughout the Year of

Steelhead, Chinook Silver,
and Salmon

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ABERDEEN, WASHINGTON

E. J. WHITMAN, President

Haines Oyster Co.

Est. 1892

Largest shippers of Shellfish
on the Pacific Coast

Puget Sound Scallops, Shrimpmeat,
Crabmeat, Olympia Oysters, Rock Point
Oysters, Deep Sea Crabs, Clams
and All Other Shellfish

Quality Always

Pier No. 12

Telephone Main 6800

SEATTLE, WASHINGTON

THE YORK Ice Machine Co., Seattle district office, announces the installation some time ago of two four-inch machines on the "Northwestern," tunaship now operating in the South. Installation gives the ship, which is owned by the Northwest Tuna Co., a capacity of nine or ten tons.

TACOMA FISH AND PACKING COMPANY

WHOLESALE SHIPPERS OF
FRESH, FROZEN AND SMOKED FISH
Specializing in Puget Sound Salmon

7737 DOCK STREET

Telephone Main 1061

TACOMA, WASHINGTON

Karl I. Sifferman

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Alaskan Glacier Sea Food Company's

HIGHEST QUALITY

SHRIMP MEAT
and
CRAB MEAT

*Can Be Procured from
the following Seattle
Fish Dealers:*

San Juan Fishing & Packing Co.
Palace Fish and Oyster Co.
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Edwin Ripley & Son
American Sea Food Co.
Dressel-Collins Fish Co.
New England Fish Co.
Booth Fisheries Co.
Haines Oyster Co.
Ripley Fish Co.
Sound Fish Co.
Whiz Fish Co.
Main Fish Co.

*Packed by the Alaskan
Glacier Sea Food Co.,
Petersburg, Alaska*

P. O. Box 1001, Seattle, Wash.

OREGON

COAST PROSPERS

"THE YEAR just passed has been one of the most profitable in the history of our company," states Clyde Chase of the Coast Fisheries, Reedsport, Oregon. "New York City alone consumed ten carloads of frozen salmon shipped from our plant, while over 1,000,000 pounds of fresh fish were sold. Credit for our success, I believe, goes jointly to our up-to-date methods of fishing, packing and merchandising, and to our tie-up with progressive dealers throughout the country."

The main plant of the company is on the banks of the Umpqua River, a 190-mile stream in which commercial fishing is practiced for 25 miles. Here are located \$150,000 worth of buildings and equipment. The main structures include warehouses, packing houses, a box-factory, a can-making plant, an electric lighting station and an ice plant of 20 tons capacity with refrigerated storage chambers capable of holding 400 tons. In addition, there is a ship-building plant in which vessels up to 75 feet in length can be built; this establishment also has marine ways and a machine shop in which all repairs to company vessels are made. Furnished houses are supplied employees and fishermen.

The company owns 75 Columbia-River-type gill-net fishing vessels, powered with Standard or Atlas gas engines and carrying three nets apiece. Until December 1, these craft use shad nets with nine-inch mesh for salmon; after that date seven-inch mesh is used, the catch mainly being composed of silvers. Three net-makers are employed to keep this gear in good condition. Ten trollers are also operated, these being used for deep-sea fishing.

In addition to progress at Reedsport, Chase reports that the trout farm at Bandon also is enjoying prosperity. "This year 1,000,000 trout will be hatched to meet the demands we anticipate," he states. "These will average one-fourth of a pound each when sold, which will be at an age of 15 to 18 months."

YAQUINA OYSTER BEDS have been polluted by nearby mills, according to the report of a government biologist who recently has made a survey of the area.

RETURN of unsold fish, or extension of credit for such produce no longer is permitted by members of the "Big Five" in Northern California fresh fish operations. This change of policy comes as a result of an order by the San Francisco Board of Health. Announcement of the new policy, which became effective January 1, 1931, was made by the fresh fish division of F. E. Booth Co., Inc.; A. Paladini, Inc.; San Francisco International Fish Co.; Standard Fisheries Co. and Western California Fish Company.

A similar action was taken by Oakland, California, fresh fish dealers a short time ago (see WCF for December, 1930).

ONE AND ONE-HALF million chinook salmon eggs already have been hatched and another one and one-half million chinook, silver and chum salmon eggs are in course of hatching and will break out soon at the new Washington Division of Fisheries hatchery on Colvin Creek, three miles down the Lewis River from the Northwestern Electric Co. dam site. These results have been secured in spite of the fact that carpenters still are working on the buildings and equipment, whose construction was begun last fall, upon completion of the Northwestern dam.

Water for the hatchery comes from Colvin creek, several dams having been built in the creek for the purpose of impounding water and creating basins where fish can be held. Another dam 40 feet in height remains to be built. There are basins in which the large fish taken from the Lewis river are placed to ripen ready for the removal of the spawn, and other troughs in which the young salmon will be held and fed for several months after they are large enough to remove from the hatchery building.

The plant is modern in every detail, and has been built by the company to replace the natural salmon propagation in the Lewis river which will be prevented when the dam is completed, stopping the movement of the spawning salmon up the river. The spawning salmon are taken from the river by a wheel a short distance below the dam, and a trap will be operated in Cedar creek, a tributary of the Lewis river in Clark county.

MOVEMENT of frozen stocks in Portland were hurt during January by the unloading of a large number of Chinooks which were taken in an early run off the west coast of Vancouver Island. Approximately 15,000 pounds were distributed from the Columbia River city.

THE DUKHOBORS, 20,000 strong, are leaving Canada for the Mexican state of Chihuahua, according to David S. Russek, banker and owner of millions of acres of land in the southern republic. Russek, who was a visitor at the Sir Francis Drake Hotel, San Francisco, during January, declares that these strange people are being transported in freight cars across the United States to 800,000 acres of land, which will constitute their new home. The expense of moving is estimated at \$12,000,000.

The Dukhobors are a religious sect—their name means "spirit wrestlers"—who sought shelter in the northern country more than 30 years ago, having left Russia, their mother country, for that purpose. Now they again are moving, because they are pacific in their beliefs and object to military service laws.

This is Russek's second venture in wholesale migration, as he brought 7,000 Mennonites to Chihuahua some eight years ago.

"STEELHEADS have decreased in supply to almost nothing," states Charles Feller of Marshfield, Oregon, "and we are working on our frozen silvers and chinooks, striped bass and shad roe for the most part. The escapement of steelheads has been good this season, however, which augurs well for the future. Shortly we shall be getting fresh herrings, smelt and the like. If the weather is better, a supply of fresh ling and rock cod from Port Orford will be available. This fish is of high quality, since we receive it only a few hours after it has been caught, and our customers always are eager to get some whenever we have supplies."

Feller reports that the demand for fish has been fairly good, and that his firm is experiencing no difficulty in moving its frozen stocks.

TWO AND ONE-HALF BLOCKS long, one block deep and three stories high are the dimensions of Portland's new public market which is to be constructed at Yamhill and Front streets. Erection of the foods' center, which will be the best in Portland and one of the most modern and commodious on the West Coast, comes as a result of four years of planning and discussion on the part of Portland merchants. It is being built by the Public Market Corp., and will be ready for occupancy in May, 1931.

L. M. Tint, progressive Portland retail fish dealer, expects to receive considerable benefit from the new establishment, since his up-to-date market is directly across the street.

STRIPED BASS has been the mainstay of fishing on the Sacramento River, according to Azzie Meredith of the Meredith Fish Co., Sacramento. "Because of the cold weather very little catfish is being taken, and no salmon is being received," says Meredith. "We do not expect any quantities of the latter fish until April. Business conditions continue to be good, especially under the present circumstances."

Crad Meredith, who has been managing the Newport Fish Co., Newport, Oregon, is back in the capital city once again, having turned over management of the Oregon firm to Andrew Naterlin. "We still hold our interest in this company, however," reports Meredith, "and are expecting a bigger and better year for 1931."

JOHN ROSS, 43-year-old bachelor of Marshfield, Oregon, was drowned January 22, when his crab fishing boat capsize in a heavy sea during a southeast wind. His body was recovered from Coos Bay by United States Coast Guard members almost immediately after the accident occurred, but efforts at resuscitation were unsuccessful. Ross had operated a crab stand near Empire for many years.

ABALONE SHIPMENTS

"THE PACIFIC MUTUAL Fish Co. shipped 4,200,000 abalone steaks during 1930," states I. Takigawa, owner of the Monterey firm on Fisherman's Wharf. "This amount was secured from 600,000 abalones. We also handled large quantities of salt mackerel and sardines, rock-cod and squid."

The Pacific Mutual operates three 48-foot vessels, powered with 40-h.p. Standard gas engines, and three two-boats which are equipped with diving apparatus for abalone-fishing. Two trucks are used for distribution in Monterey, shipments also going to San Francisco, Sacramento, Stockton, Fresno, Los Angeles, San Diego, San Pedro, Seattle, Portland, Salt Lake City, Denver, Vancouver, B. C. and Honolulu. Six men form the staff of the plant.

"The business was started in 1919," declares Takigawa, "and has shown a steady growth since that time. Business was good last year and should be better in 1931, but, like other companies, we have had to extend our credit system."

Takigawa is associated with T. Esaki, Monterey squid canner.

BUSINESS GAINS

"BUSINESS WAS FAIR last year, and is proving better in 1931," states T. Hamaguchi, sole owner of the Central California Fish Co., of Monterey. "Our business has been growing each year, and now the only matter that is troubling us is collections."

Hamaguchi, formerly a San Jose rancher, established the Central California in September, 1927, on the Fishermen's Wharf at Monterey. Today the company has under contract 20 fishing vessels, operates a truck for local distribution and ships fish to all points in California, Seattle, Portland, Vancouver and Victoria, B. C., Salt Lake City, Denver, and other points throughout the West, as well as Honolulu. The main species of fish for sale are abalone, rock cod, sardines, mackerel and squid.

Three men are employed in the main plant.

Established 1914

J. H. REEVES

Wholesale Fresh Fish Broker

809 N. E. 76th St.

Portland, Oregon

**Nehalem Bay
Fish Co.**

H. W. KLEIN, Mgr.

WHOLESALE DISTRIBUTORS

Chinooks, Steelheads, Silvers
and Bright Fall Salmon

Let Us Quote You

WHEELER

OREGON

BUREAU CONFERENCE

IN RESPONSE to instructions from the national capitol, Carl B. Tendick, statistical agent of the U. S. Bureau of Fisheries on the West Coast, left San Pedro on the morning of February 14, enroute to Washington, D. C. He will travel eastward via the Southern Pacific lines, making a transfer at New Orleans.

It is understood that the Bureau is calling in all of its field representatives for the purpose of conferring with R. H. Fiedler, chief of the Division of Fisheries Industries. The schedule of meetings and discussions is expected to extend over the greater part of a week, hence Tendick think that his return trip to the West Coast will not commence sooner than eight or ten days after arrival in the capitol. During his absence his compilation of California catch figures will be continued by assistants working at the State Fisheries Laboratory at Terminal Island.

"THE BIGGEST FISH I ever caught" was the fellow I took 14 years ago," states A. Zolezzi, captain of the "New Victoria." "I found a big shark in my nets," explains the fisherman. "It looked so large that I decided to bring it in with me and find out how much it weighed. I landed the fish at what now is known as the Bulkhead and put it on exhibition. It weighed more than 5,700 pounds."

**J. E. LAWRENCE
& CO.**

MERCHANDISE BROKERS
General Sea Foods and Fish
Products
242 SALMON STREET
PORTLAND, OREGON

Chas. Feller, Inc.



Wholesale Fish Dealers
MARSHFIELD, ORE.

FLAT-FISH and halibut operations are expected to be good during February, on the 15th of which month the latter season opens, believes Allan Byrne, chief accountant for, Northern California Fisheries Ltd. San Francisco. Byrne recently returned from a business trip to the Eureka and Pittsburg branches of the organization.

"Herbert Eggelston has everything in readiness for the opening of the halibut season at Eureka," states the accountant, "and reports that the trawlers operating in his locality have been bringing in good fares. The Pittsburg branch, under direction of Frank Cardinalli and Joseph Davi, has been handling large catches of striped bass, but report a scarcity in salmon."

MARKET FISHING VESSELS operating out of San Diego were considerably hampered during parts of January by winds and choppy seas. Only the larger craft were able to secure fares, and their crews were forced to work harder than usual.

Telephone Broadway 3690
J. F. Meehan, Manager

PORTLAND FISH CO.

SALMON AND HALIBUT—Also Fresh,
Smoked, Pickled Fish and Oysters
All Orders Filled at the Lowest
Market Price

34 FRONT STREET
PORTLAND, OREGON

**TINT'S FISH
MARKET**

Wholesale Distributors of

Columbia River Salmon,
Carp, Suckers and Smelts

Also all kinds of Fresh, Salt, Smoked
and Pickled Fish, Oysters, Clams,
Crabs, Etc.

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PORTLAND, OREGON



**Salmon, Shad, Crabs
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Canned Crab-Meat**

Exclusive Dealers of
BANDON SPECKLED TROUT
Your Business Solicited
Prices Quoted on Request

Coast Fisheries

REEDSPORT

OREGON

NORTHERN CALIFORNIA

Twenty-One Trawlers

EIGHTEEN VESSELS are being operated during February by the Northern California Fisheries, San Francisco, holding company in which are associated the fresh fish division of F. E. Booth Co., Inc., San Francisco International Fish Co., Western California Fish Co. and A. Paladini, Inc. An additional three ships are fishing for the Standard Fisheries, the fifth of the important fresh fish distributors of Northern California.

Four trawlers are being operated by the Northern California in the vicinity of Santa Cruz; these are the "Western No. F" (Capt. M. Faraldo), "Western No. II" (Capt. S. Engdahl), "Crescent No. II" (Capt. R. Seiker) and "Pulaska" (Capt. W. Spencer). This fleet delivers its catch at night to trucks which are waiting at the wharf; the shipment is brought by these vehicles to San Francisco, where it is distributed among the four companies the next day.

Off Eureka are the "Pedro Costa" (Capt. C. Ehlers), "Lincoln" (Capt. C. H. Handyside), "Western No. III" (Capt. E. Barracco), "San Francisco International No. II" (Capt. R. Richter), "S. F. International No. III" (Capt. F. Tarantino), "S. F. International No. VIII" (Capt. C. Tarantino), "S. F. International No. V" (Capt. M. Giannetti) and "S. F. International No. VI" (Capt. Tom Balisteri). Each day this fleet's catch is picked up

by one of three carrier boats which operate between Eureka and San Francisco; the fish is delivered at approximately 10 p. m. and is distributed during the following day, at which time the carrier returns with supplies.

The transport fleet includes the "Catharine Paladini" (Capt. H. Sletten), "Junta" (Capt. A. Peterson) and "Bristol" (Capt. A. Blecka). The "Jesse," a 44-footer, is the auxiliary vessel.

Another set of two trawlers will be in operation during the latter half of February, when the "Attilio Paladini," now being equipped with the latest model 145-h.p. Atlas-Imperial diesel, will have for Eureka to join the "Achille Paladini." Capt. C. H. Ellers will be charge of the "Attilio," while one of the other captains will become master of the "Achille."

The craft mentioned above are owned by the various members of the holding company, four belonging to Western California, a like number to F. E. Booth Co., five to A. Paladini, Inc., and the remaining five to San Francisco International. Fourteen of the vessels are powered with Atlas-Imperial diesels, two with Washington diesels and one with a Western Enterprise. The "Pedro Costa" is a 72-foot steamer.

The three Standard Fisheries trawlers, which are operating off Eureka, are the "T. G. Condare," "E. Antoni" and "Jefferson," commanded by captains L. Le-

Buanic, C. Titchworth and Sid Seaholm. Two operate at a time, the third being used as alternate. Standard Fisheries' trucks meet the ships at Eureka wharf each night and haul the catch to San Francisco.

YOUTHFUL SALESMAN

RINALDO MENCARELLI is the youngest member of the staff of A. Paladini, Inc., Oakland branch. In spite of his youth, however, "Babe," as he familiarly is known to the trade, is a popular member of the sales force of the fresh fish distributing house.

Mencarelli comes naturally by his interest in and knowledge of fish, for his father, who emigrated from Lucca, Italy, 40 years ago, for many years distributed fish in San Francisco with a horse and wagon. When "Babe" was eight years old, he climbed up on the seat of the buggy and thereafter was to be found with his father during every vacation and each afternoon after school. Later the family moved to Oakland, where they continued in the same business. As a result of this training, at the age of 10 the younger Mencarelli could cut a filet of "sole" (flounder) better than any other lad his age. During the eight years when father and son worked together he built up for himself a large clientele among the Oakland housewives.

"Babe" joined the staff of A. Paladini, Inc., at the age of 16, working part-time and attending high school in the morning. He drove delivery wagons and did odd jobs around the plant for a time, later being promoted to the sales force.

T. Hamaguchi, Prop. Market Phone, 196
Residence Phone, 2372

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Central California Fish Co.

Wholesale Fish Dealers of every variety
of Fresh Fish caught in Monterey Bay
CITY WHARF, MONTEREY, CALIF.

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Fresh, Salt, Dried

Note: We buy Barracuda, Yellowtail, Sea Bass, Bonito, Jewfish for salt. Producers quote us prices per ton.

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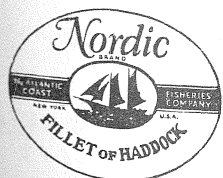
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San Francisco International Fish Co.

535-39 Washington St., San Francisco, Calif.



CALIFORNIA'S Largest Producers and Wholesalers.
Maintaining nine branch houses and a large fleet of trawlers. Domestic and export shipments, all varieties.

"The growth of the business has been amazing," declares the progressive young salesman. "In 1915 only three wagons selling fish from house to house were to be found in the city of Oakland. Today there are some 30 vehicles used for distribution, together with innumerable retail outlets and three wholesale dealers.

BATTISTA CAITO DIES

BATTISTA CAITO, 73, a stockholder in the Western California Fish Co. and in charge of all floating equipment for the San Francisco firm, died Thursday, January 8, at the family residence after a six-months' fight against complications which set in during a major operation in July. He left a wife, three daughters and three sons, the latter being Anthony Caito and Tom Caito of the Western California Fish Co., and Antone B. Caito of the Emporium Market, operated by F. E. Booth Co., Inc.

Caito was born in Sicily, but came to San Francisco 54 years ago to engage in fishing operations on the Sacramento River. Later he established Caito and Lazzio, one of San Francisco's early fresh fish establishments. This firm continued operations until the great fire in 1906, which destroyed the plant. Caito then purchased stock in the Western California Fish Co., and, because of his skill in net-making and fishing, he was placed in charge of all floating operations.

HI-SEA BRAND HIGHEST QUALITY A B A L O N E

IN 5 AND 10 POUND BOXES
DIRECT FROM PACKER

*Standing Orders
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Wholesale Distributors of
FRESH SALMON, HALIBUT,
BLACK COD, LING COD,
ROCK COD AND SMELTS

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California, Branch*

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BROKERS

Marine Products

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SAN FRANCISCO, CALIF.



TELEPHONE
Davenport
6820



Elmer J. Eley.

"BUSINESS is on the upward trend," reports Elmer J. Eley, secretary of the San Francisco International Fish Co., San Francisco. "Collections, which are usually a fair barometer of general conditions, have been improving and although business is under normal, we are coming out of the woods in a hurry.

"The climate of the West is a tremendous asset, for one is not depressed out here as one is by the climatic conditions experienced in the Middle West and East. Some of the unemployed actually are freezing in Atlantic Coast cities.

"In the West the day of the pessimist is past. The 'crying towels' which many firms are using as advertising mediums have helped to bring many persons to the realization that one must be optimistic to succeed during periods of depression such as the one which we have just been experiencing. With England and Germany confronted by such a great number of unemployed, America is indeed fortunate in being able to maintain unemployment figures at their present level."

THE STANDARD FISHERIES is planning expansion of its Santa Cruz plant through the addition of a retail fish market and increase in the number of fishing boats from which it receives fares. Ismael Urbani, formerly foreman at the Kultz tannery, will have charge of the retail market, upon which construction is expected to begin as soon as a permit is secured from the civic authorities. Achille Castagnola is the Santa Cruz representative for the firm. RH.

J. P. Horman Fish Co.

WHOLESALE

*Smelts Now in Season*Telephone 350-W
NEWPORT BEACH, CALIF.**Arcadian Seafood Company**FISH, SHRIMP, OYSTERS,
CRABS, TURTLE, ETC.501-527 Napoleon Avenue
New Orleans, La.Orders Shipped to Any Part of the
United States**COLD STORAGE FISH SERVICE**

The only Cold Storage Plant in downtown Los Angeles, operating Freezers for the storing and handling of FISH.

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of

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SOUTHERN CALIFORNIA

LANDS LIVE BROADBILL

"SWOR'FEESH!" yelled a Portuguese market hand, and "Swordfish!" re-echoed a dozen re-enlivened loungers along the San Diego fish wharf. With that the rush was on. Corn-state vacationers, spending a few balmy weeks in the constant sunshine of the near-Mexico port, charged down upon the market wharf, eager to see a broadbill out of normal season. The gathering amounted almost to a mob.

Beside the wharf the little "Agostino," one-day market boat, bobbed about while M. Balestrieri, its owner, strove mightily with a protesting captive which seemed to know very well that he was destined to become steaks—and objected thereto.

"He still alive!" averred a Mexican observer. "I t'ink he kick with the tail."

When, finally, Balistrieri succeeded in getting a strop around the caudal peduncle of the sea gladiator, the victim was hoisted quickly to the wharf level by the electric winch and crane kept in service for such purposes. Lively competition for the prize had its final issue when Espada, of the People's Fish Co., purchased it for 26 cents a pound, round, exactly as landed. When cleaned and beheaded the dressed fish figured out at 33 cents a pound.

"We offered it for sale at 40 cents," says John Ghio, of the Peoples. "Believe it or not, in less than three hours we had sold it all. San Diego folk know what's good, and I tell you the way they go for fresh swordfish isn't anybody's business—yes it is, too," he amended, "come to think of it, that's exactly **our** business!"

"How did you get that 415-pounder?" the Skipper was asked.

"Snagged him!" was the reply. "Stealing my mackerel—served him right."

Balistrieri is a set-line fisherman who lays out his gear in the vicinity of Point Loma. On February 6 he went out to raise his lines, but found one of them snarled, snagged and seemingly foul of the North American continent. Sufficiently sustained pulling, however, raised the dangerous adversary, which proved to be nearly as long as the "Agostino" itself. Unable to kill the creature, Balistrieri made it fast astern, towed it into port, and let the market men dispatch the warrior in any way that they could. As a matter of fact, the big broadbill was about drowned by the time arrival was made at the fish wharf, it being a known fact that to tow a swordfish backwards quickly brings on his demise.

"One hundred and eight dollars isn't a bad price for one fish!" mused the Skipper.

ROCK COD DELUGE

"WE HAD a big run of rock cod up till the time that the First-of-February storms set in," comments John Ghio, of the People's Fish Company, San Diego. "They about had us snowed under here, sometimes. Most of the catches were brought in from the Thirty-Five-Mile Bank, and the biggest loads usually were landed by the 'F. A.'—Capt. Julius Zolezzi and Augustin Ghio. Zolezzi, he is high fisherman; they call him the 'San Diego Rock Cod King,' you know."

Some 25 different craft have been engaged in lining for rock cod at San Diego this winter. Among these are such well-known boats as the "Genoa," manned by Louis Massa and Lateen Jim Olivieri, Sven Larson's "Happy," the special harpoon vessels "Sao Pedro," "White Star" and many others.

John Ghio states that Steve Massa, the "King of the Jewfishers," has had his diminutive boat, the "Pipo," remodelled so as to give him more room in which to work his tackle. Massa still is lining for the big bass, and several times each week lands fares.

THE MEXICAN government has under consideration a plan whereby it may take over the fisheries industries of the Gulf of California, according to Thomas Childs of the Rocky Point Fisheries, Ajo, Arizona. The proposal would make the government a sort of brokerable establishment which would secure the catch from the fishermen and then make the distributing companies buy from it.

"This plan is the result of low prices paid the fishermen," explains Childs, "and also is due to waste in the industry. More fish is thrown away than is sold."

With the exception of one concern, the Lobos Fish Co., no distributing agency had its trucks in commission during the middle of January. The fishermen demand six cents per kilo for totuava, says Childs, the Mexican government has raised the duty on fish to six cents per kilo; these expenses, with trucking costs, make charges on the fish in the vicinity of six cents per pound, delivered in Southern California. Since this is the price which has been offered by Southern California dealers, no margin of profit is left the transportation agencies, especially when each 1,000 kilos has a shrinkage of approximately 300 lbs.

"If prices remain low and the fishermen's strike continues, there soon will be a shortage of totuava," believes Childs.

MICHIGAN DEALER WEST

"LAKE SUPERIOR fish is what we handle—the delicious fresh-water species that have been famous since the French discovered the great, sweet-water seas," says S. L. Boutin, merchant of Chassell, Michigan. "Our only difficulty now is one of obtaining enough fish to meet our market. Depletion has become a serious matter, and substitute fish products have come into our territory because we have not enough to go around."

Boutin is in California on his annual winter visit. During more than 15 years he has made annual pilgrimage to the land of sunshine and palms, spending two or three months in the West Coast ports while frost locks up the lake region of the north. He will remain in Southern California until middle March before returning to business headquarters.

"Our largest single fish items is lake herring," said Boutin, who was a recent visitor to the offices of The WCF. "We salt and otherwise cure these. The next largest factor is lake trout, a kind of fish that ranges in size from a pound and a half to fifteen pounds. Then, in addition, there are ciscoes and several other sorts in lesser quantity."

Speaking of the slackness of last summer's trade, Boutin told that because of local dearth insufficient catch was landed to satisfy the public appetite. "To supplement our home production large shipments of eastern haddock filet were brought in. This found a market with our people, not because it was especially good fish or an any comparable degree the equal of our lake species, but because it was done up in fancy packages that appealed to the eye. Another reason why the haddock filet 'took' was that it was a skinned and boned piece of flesh which the modern kind of housewife can cook with the minimum of effort. We have recognized that often a customer will sacrifice real quality in a product by purchasing something inferior provided that the inferior goods be so presented as to imitate quality and be in a form that requires the least possible effort to prepare for serving. Accordingly, we fileted quantities of large lake trout, which is as delicious a fish as swims. It was quickly and well received, but because of the cost of the fileting operation the product had to be sold at a price which was high when compared with cheap bottom-varieties from the ocean."

The S. L. Boutin & Son Fish Co., of Chassell, Michigan, is a wholesale trader in American and Canadian fresh, frozen, salted and smoked fish.

"BUSINESS CONDITIONS here are looking good and we believe that sales soon will pick up," states Mrs. L. M. Bowlus of the San Luis Fish Co., wholesale and retail distributors of San Luis Obispo, California. "We certainly cannot com-

plain, for our business has been good."

Mrs. Bowlus reports that some good catches of rock cod and jack smelts are taken in that vicinity during January, but that there are no other common species at that season.

SHELLFISH CHOWDERS, cocktails, salads and other seafood specialties will be served in "My Place," a new Monterey eating place opened near the Del Monte golf course.

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CONSIDER SEASONS

DISCUSSION of proposed seasons on salmon, striped bass and catfish occupied the attention of San Francisco wholesale fresh fish dealers on February 4 when they met for a conference in the offices of F. E. Booth. The following recommendations were made by the group: That the open season on the Sacramento be from November 15 to June 15 for salmon, from October 1 to May 15 on striped bass, from October 1 to May 15 for catfish. That the open season on salmon in the vicinity of Eureka (north of Point Gorda) be from May 1 to September 15. That the salmon season from Pigeon Point to Point Gorda be from May 1 to August 15. That from the Carmel River to Pigeon point it be from April 1 to June 15.

A minimum size limit on salmon also was proposed: six pounds round in all districts. This proposal and the others here outlined are to be presented to the state legislature late in February. Those in attendance were W. S. Winter (vice-president, Northern California Fisheries), I. Alioto (F. E. Booth Co., Inc.), Albert Tofanelli (Standard Fisheries), F. Bales-trieri (Northern California Fisheries), G. Alioto (San Francisco International Fish Co.), Anthony Caito (Western California Fish Co.), Lionel Shatz (A. Paladini, Inc.), and Bryce B. Florence (Henry Dowden Co.).

CAPT. JOHN SMALEND of Seattle has been reported as planning to bring south a new 68-foot combination purse-seiner and tunaship built in the Tacoma yards of Martin Petrich.

THAT THERE IS plenty of fish but that sales are not as good as might be desired is the consensus of opinion among a number of the Northern California fish companies. "There isn't much business and collections are poor," states an official of the Steve Canepa Fish Company. "We have had calls for samples of squid, but the market is slow," declares a member of the staff of the Coast Abalone Company. At the Higashi Fish Co. plant plenty of fish of all kinds is reported, with only fair sales and slow collections. The same general conditions are reported at the Pacific Mutual Fish Co. and the Del Monte Fishing and Packing Company. The Central California Fish Co. has shown an increase in the amount of its sales, but finds it hard to get in all collections.

DOMINICK MAGLIOLO, Italian crab fisherman of Fishermen's Wharf, San Francisco, was startled on the afternoon of December 31 when he found his crab-net lines tangled up in a way for which he knew no explanation. "Upon investigation," he states, "I received the thrill of my life, for I found that I had caught a large, man-eating shark. The big fellow was so entangled in my crab lines that it was held fast and could not get away."

Having a gun aboard, Magliolo shot the creature and brought it to Fishermen's Wharf, where the fresh fish division of F. E. Booth Co., Inc., had it on display for several days. The fish was caught off Golden Gate lighthouse and weighed 750 pounds.

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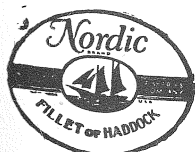
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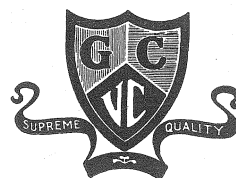
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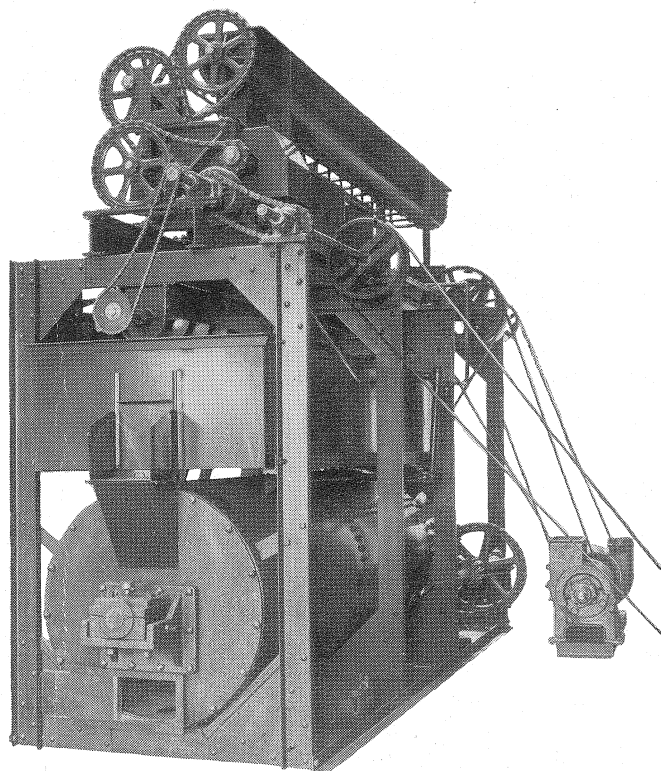
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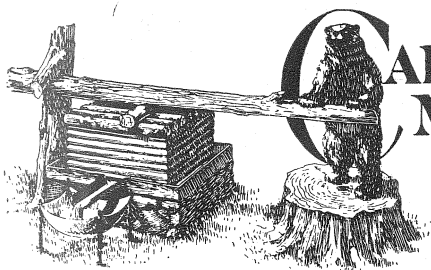
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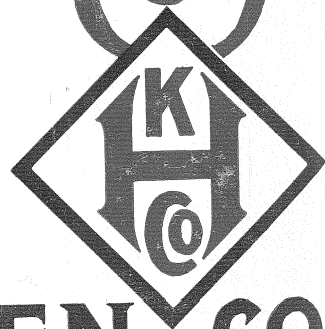


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